

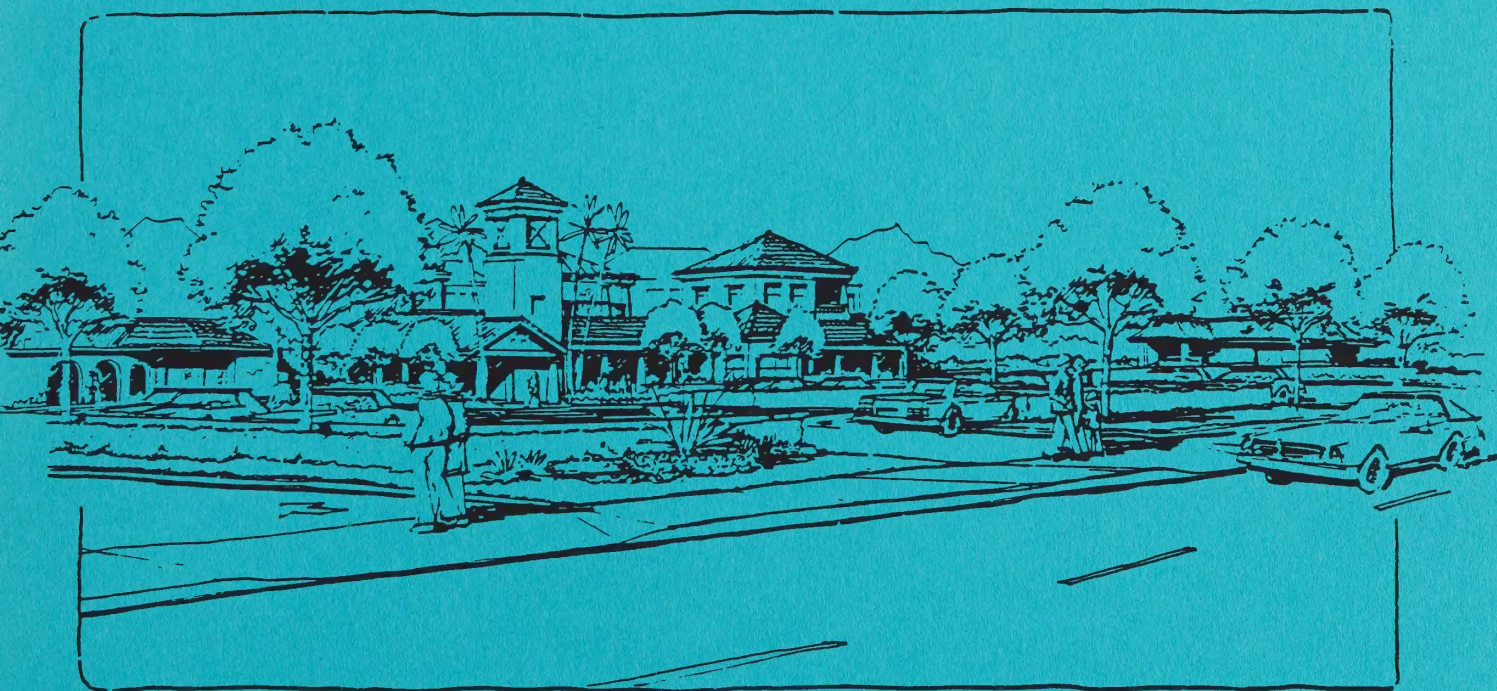
FOOTHILL BOULEVARD SPECIFIC PLAN

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CITY OF LA VERNE, CALIFORNIA



ADOPTED JULY, 1989

AMENDED OCTOBER, 1992

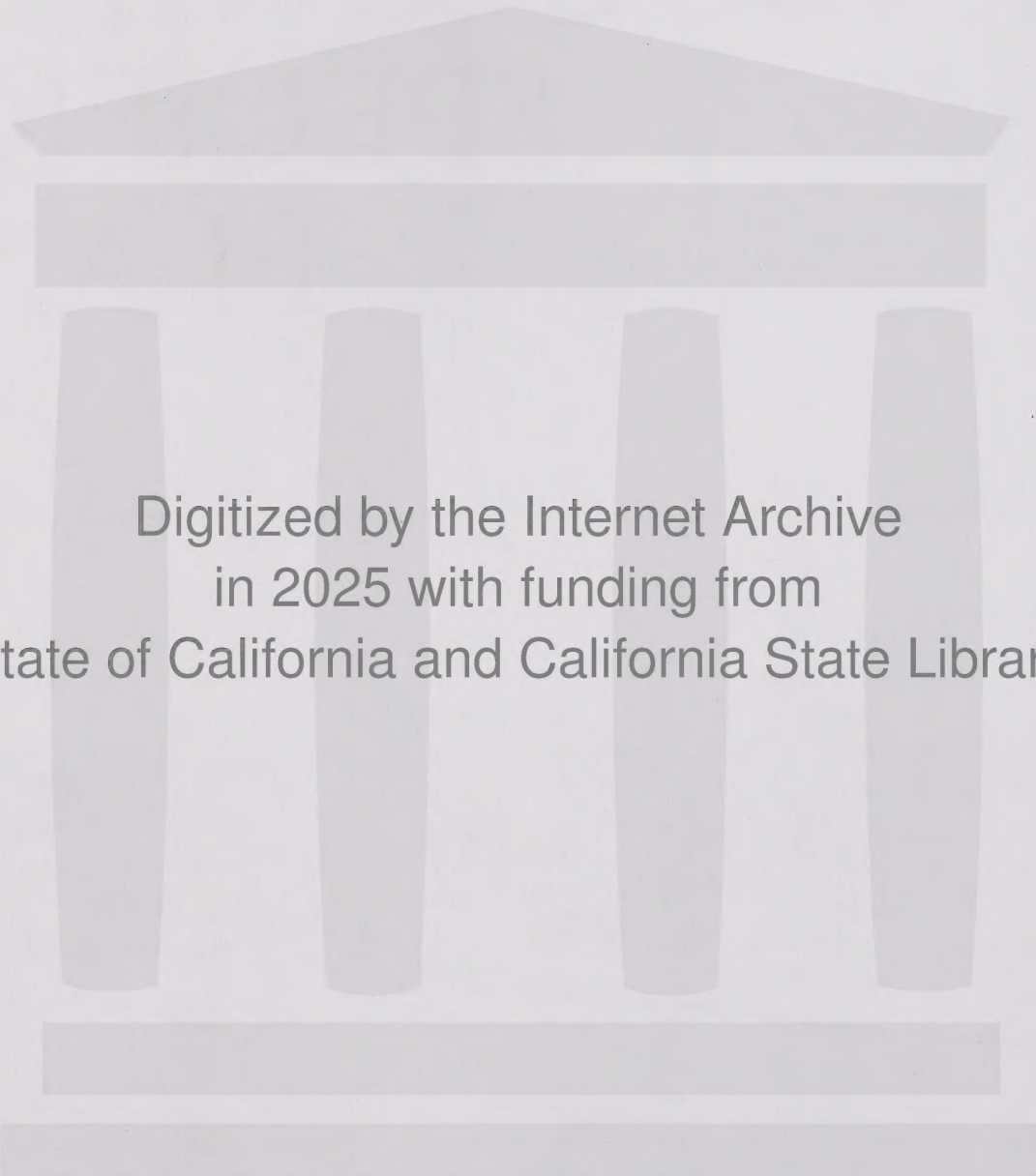
COMMUNITY DEVELOPMENT DEPARTMENT

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FOOTHILL BOULEVARD SPECIFIC PLAN



CITY OF LA VERNE, CALIFORNIA



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FOOTHILL BOULEVARD SPECIFIC PLAN

Specific Plan No. 86-18

| | |
|---|---|
| C.E.Q. Review | July 2 through November 5, 1987 |
| C.E.Q. Recommendation (Resolution No. 87-7) | November 5, 1987 |
| Planning Commission Hearings | August 24, 1988 through April 26, 1989 |
| Planning Commission Recommendation (Resolution Nos. 445, 446, 447) | April 26, 1989 |
| City Council Hearings | May 1, 1989 through June 8, 1989 |
| City Council Approval (Resolution Nos. 89-85, 89-86) | June 8, 1989 |
| Second Reading (Ordinance No. 790) | June 19, 1989 |
| Effective Date | July 19, 1989 |
| Amended by Ord. 844 (Sites 4, 7) | October 5, 1992 |

ORDINANCE NO. 844

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, APPROVING CASE NO. 116-91ZC CONCERNING PROPOSED AMENDMENTS TO SITE 4 & SITE 7 OF THE FOOTHILL BOULEVARD SPECIFIC PLAN, AND APPROVING A MITIGATED NEGATIVE DECLARATION

WHEREAS, Section 65000 et seq. of the California Government Code and Chapters 2.48 and 18.112 of the La Verne Municipal Code authorize the preparation of a comprehensive general plan governing the orderly growth and development of the City; and

WHEREAS, Sections 65450 et seq. of the Government Code and Chapter 18.64 of the La Verne Municipal Code provide for the adoption and revision of specific plans to implement the goals and policies of the general plan within specified neighborhoods; and

WHEREAS, studies conducted by the La Verne Redevelopment Agency indicate that minor amendments to the general plan land use map are in order to consistently implement the housing provisions of the text, based on a demonstrated need for affordable housing sites; and

WHEREAS, on August 12, 1992, the Planning Commission considered the proposed amendments, conducting a duly noticed public hearing; and

WHEREAS, on September 21, 1992 the City Council conducted a second public hearing, receiving oral and written testimony;

NOW THEREFORE, the City Council of the City of La Verne DOES HEREBY ORDAIN as follows:

Section 1. The City Council HEREBY FINDS and DETERMINES that Case No. 116-91ZC amendments to Site 4 and Site 7 of the Foothill Boulevard Specific Plan as recommended by the Planning Commission on August 12, and September 9, 1992, illustrated in Exhibit "A" attached, satisfies the requirements of the La Verne general plan in that:

a. The proposed amendments are consistent with the goals and objectives set forth in the general plan, including (1) the development of affordable housing units (and a greater variety of housing stock) than would otherwise be available; and (2) the protection of neighborhood residents from intrusion of commercial traffic. These principles are outlined in the staff report dated August 12, 1992 and incorporated herein by reference.

b. The proposed amendments represent good city planning practices in that they promote a relationship between compatible land uses and reduce the planned level of vehicle trips previously approved in the original plan.

Section 2. The City Council HEREBY FINDS and DETERMINES that the proposed specific plan amendments for Site 7 (Case No. 116-91ZC), by reducing total future vehicle trips, are consistent with the goals and objectives of the regional Air

1 Quality Management Plan; and are further consistent with the
2 Southern California Association of Governments' Regional Housing
3 Needs Assessment (RHNA) in that they promote affordable housing
in La Verne.

4 Section 3. The City Council HEREBY FINDS and DETERMINES
5 that the environmental impacts of the proposed amendments are
6 insufficient to warrant further environmental review; and that
7 the mitigation measures contained in the project negative
8 declaration, if imposed upon project approvals, will mitigate
any impacts to a level of insignificance. The City Council
HEREBY APPROVES of the mitigated negative declaration, and
DIRECTS that all mitigation measures contained in the initial
study and negative declaration documents be imposed as though
fully set out in this resolution.

9 Section 4. The City Council HEREBY AMENDS the Foothill
10 Boulevard Specific Plan, as illustrated in Exhibit "A",
attached.

11 Section 5. That the Mayor shall sign and the City Clerk
12 shall certify to the passage and adoption of this ordinance, and
13 the City Clerk shall cause the same to be published and posted
14 pursuant to the provisions of law in that regard, and this
Ordinance shall take effect thirty (30) days after its final
passage.

15 APPROVED AND ADOPTED this 5th day of October, 1992.

16 **/S/ JON BLICKENSTAFF**

17 Mayor of the City of La Verne

18 ATTEST:

19 **/S/ N. KATHLEEN HAMM**

20 City Clerk
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AYES: COUNCILMEN: Rodriguez, Harvey, Harden, Gatti,
and Mayor Blickenstaff.

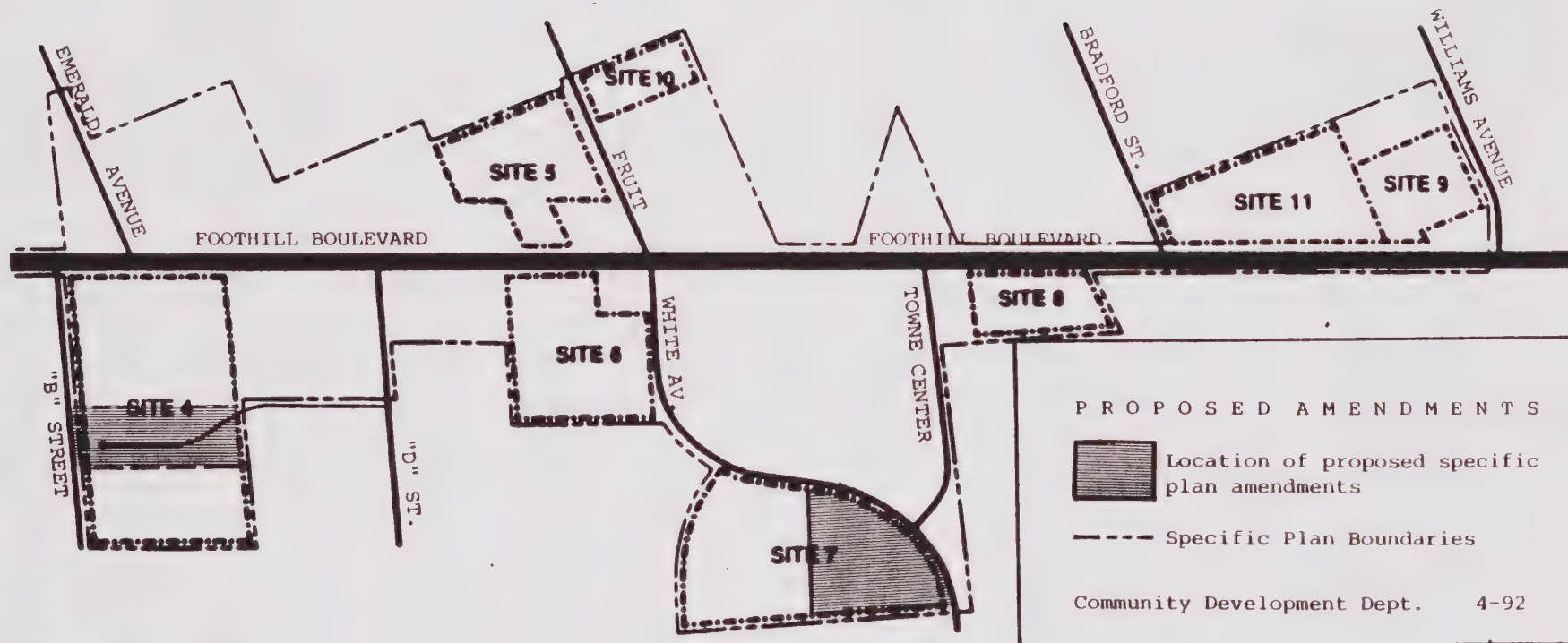
NOES: COUNCILMEN: None.

ABSENT: COUNCILMEN: None.

ABSTAIN: COUNCILMEN: None.

1. Type Estralla

(Seal)



Foothill Boulevard Specific Plan

Vicinity Map

ORDINANCE NO. 790

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, APPROVING ZONE CHANGE 2139 AND APPROVING THE FOOTHILL BOULEVARD SPECIFIC PLAN (SPECIFIC PLAN NO. SP 86-18)

WHEREAS, the City of La Verne has an adopted general plan which includes an environmental resources management element and a land use map; and

WHEREAS, the City of La Verne has an adopted zoning map; and

WHEREAS, the City Council of the City of La Verne appointed the citizen-based Foothill Boulevard Committee in 1984 to study development impacts along the Foothill Boulevard Corridor and to make recommendations to the City; and

WHEREAS, the City Council of the City of La Verne, based upon recommendations from the Foothill Boulevard Committee, initiated preparation of the Foothill Boulevard Specific Plan to address circulation, land use, economic development and aesthetic issues; and

WHEREAS, the Foothill Boulevard Corridor is defined by that land described in Exhibit A and shown in Exhibits B, C and D; and

WHEREAS, the properties considered would have general plan land use designations consistent with the zoning proposed in the Foothill Boulevard Specific Plan with approval of General Plan Amendment No. 60; and

WHEREAS, the development standards and guidelines contained within the plan are consistent with the City's adopted general plan and with the proposed comprehensive general plan revision; and

WHEREAS, the policies, guidelines and standards contained within the specific plan are consistent with the La Verne Central City Redevelopment Project Redevelopment Plan, as amended; and

WHEREAS, an environmental impact report was prepared and then recommended for certification by action of the Commission on Environmental Quality on November 5, 1987 and the Planning Commission on April 26, 1989, in accordance with the California Environmental Quality Act and City of La Verne environmental guidelines; and

WHEREAS, zone changes are governed by Section 18.112.010 of the La Verne Municipal Code, which establishes the standards and proceedings relating to this application; and

WHEREAS, the staff report dated April 26, 1989 describes and justifies the land use designations for each of the 11 study sites; and

WHEREAS, the Planning Commission of the City of La Verne conducted public hearings in accordance with California Government Code Section 65854, receiving oral and written

1 testimony on the following dates: August 24, 1988, September
2 14, 1988; September 28, 1988; October 12, 1988; October 19,
3 1988; October 26, 1988; November 9, 1988; November 30, 1988;
4 December 14, 1988; January 11, 1989; January 25, 1989;
5 February 22, 1989; March 8, 1989; March 22, 1989; April 12,
6 1989 and April 26, 1989; and

7 WHEREAS, the Planning Commission, in accordance with
8 California Government Code Sections 65855 and 65856, recommended
9 City Council approval of the proposed zone change and specific
10 plan on April 26, 1989; and

11 WHEREAS, notice of City Council public hearing was
12 published April 21, 1989 and mailed to property owners within
13 300 feet of the corridor on April 14, 1989;

14 NOW, THEREFORE, BE IT ORDAINED by the City Council of the
15 City of La Verne as follows:

16 Section 1. The City Council HEREBY FINDS and DETERMINES
17 that the project satisfies the requirements of La Verne
18 Municipal Code section 18.112.060 in that:

- 19 A. The proposed zone change to the specific plan zone is in
20 conformance with the adopted general plan and with the
21 proposed comprehensive general plan revision in that it
22 will provide for special treatment of the city's major
23 commercial corridor, will lead to consistent design
24 themes and development regulations not available through
25 citywide zoning standards, will provide for special
26 standards for corridor development to reduce noise,
27 circulation and aesthetic impacts on adjoining
28 residential and commercial properties, will enhance
29 community identity, will comprehensively address
30 pedestrian, bicycle, transit and automobile circulation
31 issues and will limit strip commercial development.
- 32 B. The proposed zone change would better serve the
properties within the corridor, considering the nature,
use and proposed uses of adjacent properties, and that
the public necessity, general welfare and good city
planning practices dictate and support the proposed zone
change, in that the change to the Specific Plan zone will
allow for the provision of a consistent and comprehensive
set of development standards and guidelines, clearly
setting development expectations and objectives along the
corridor and by ensuring cooperative design, circulation
and use relationships between corridor developments.

Section 2. The City Council HEREBY REMOVES all zoning
designations for that land described in Exhibit A and shown in
Exhibits B, C and D and places that land in the "SP" Specific
Plan zone.

Section 3. The City Council HEREBY FINDS and DETERMINES
that the Foothill Boulevard Specific Plan satisfies the
requirements of La Verne Municipal Code Sections 18.112.010 and
18.112.060 in that:

- A. The proposed Foothill Boulevard Specific Plan (SP 86-18)
is in conformance with the adopted general plan in that
it encourages consolidated commercial development,
increases traffic safety along the corridor, encourages

1 more diverse commercial uses, concentrates commercial
2 development intensity in the "Foothill Center",
3 encourages use of natural materials in project design,
4 provides landscaping standards to enhance the corridor's
5 image and recognizes and anticipates completion of the
6 Route 30 freeway.

7 B. The proposed Foothill Boulevard Specific Plan (Specific
8 Plan No. 86-18) would better serve the properties within
9 the Foothill Boulevard Corridor, considering the nature,
10 use and proposed uses of the adjacent properties and that
11 the public necessity, general welfare and good city
12 planning practices dictate and support the proposed
13 specific plan in that the Foothill Boulevard Specific
14 Plan guides development to better serve the community's
15 economic development, tax base, traffic safety and
16 aesthetic needs by providing more specific land use
17 designations and development standards than offered by
18 conventional zoning, by assigning circulation
19 improvements and providing measures to implement those
20 improvements, by requiring certain market studies and by
21 providing landscaping, streetscape and architectural
22 design guidelines and standards.

23 Section 4. The City Council HEREBY ADOPTS the Foothill
24 Boulevard Specific Plan (SP 86-18) for that land described in
25 Exhibit A and shown in Exhibits B, C and D.

26 Section 5. The City Council HEREBY DIRECTS the community
27 development department to study a zoning text amendment to
28 create a "Neighborhood Commercial" zone to replace both the
29 Commercial Professional Development and Administrative-
30 Professional zones, to make the appropriate changes in the sign
31 ordinance and to study specific plan amendments for the
32 Designated (Industrial) Specific Plan (SP 85-16) and the
municipal code concerning the regulation of adult businesses.

Section 6. The Mayor shall sign and the City Clerk shall
certify to the passage and adoption of this ordinance and shall
cause the same to be published and posted pursuant to the
provisions of law in that regard, and this ordinance shall take
effect thirty (30) days after its final passage.

APPROVED AND ADOPTED this 19th day of June, 1989.

Mayor of the City of La Verne

ATTEST:

City Clerk

EXHIBIT A

LEGAL DESCRIPTION FOR FOOTHILL CORRIDOR

In the City of La Verne, County of Los Angeles, State of California, being more particularly described as follows:

Parcel 1

BEGINNING at the most westerly corner of Lot 1, of Tract Number 38474 as shown on a map recorded in Book 973, Pages 19 and 20 of Maps, on file in the office of the County Recorder of said County said point also lying on the westerly boundary line of the City of La Verne; thence along the northerly, northeasterly and northerly boundary of said Lot 1 and City Boundary to the most northerly corner of said Lot 1; thence continuing along the boundary of City of La Verne, North 67 degrees 30 minutes 17 seconds East, 62.00 feet to an angle point in said boundary as shown on said map; thence northeasterly in a straight line to the intersection of the northerly line of Baseline Road and the southeasterly right of way line of Los Angeles County Flood Control Property (Puddingstone Channel) as shown on F.M. 20931-4, on file in the office of the Department of Public Works of said County; thence continuing northeasterly along said southeasterly line to the westerly boundary of Tract No. 31654 recorded in Book 861, Pages 80 and 81 of Maps, in the office of said County Recorder; thence southerly along said westerly boundary to the southwesterly corner of Lot 1 of said Tract 31654; thence North 89 degrees 58 minutes 11 seconds East along the northerly right of way line of Baseline Road and its easterly prolongation to the centerline of Bunnelle Avenue as shown on said Tract 31654; thence southerly along said centerline and its southerly prolongation to the northerly right of way of Route 30 (Foothill Freeway) as shown on F.M. 21515-8 on file in the office of said Department of Public Works; thence northwesterly, westerly, southwesterly and westerly along said northerly R/W as shown on F.M. 21326-6 and F.M. 21326-5 on file in the office of said Director of Public Works to the point of BEGINNING.

Parcel 2

BEGINNING at the westerly terminus of the northerly line of the Frontage Road (56.00 feet wide), said northerly line having a radius of 1028.00 feet as shown on the State of California Division of Highways, Right of Way Map 7-LA-30-R2.3 on file in office of District 7 of the Division of Highways; thence southeasterly and easterly along said northerly line of said Frontage Road to the westerly terminus of curve with a radius of 25.00 feet said curve having central angle of 90 degrees 00 minutes 00 seconds and a curve length of 39.27 feet; thence easterly and northerly along said curve to the westerly line of Damien Avenue, (88.00 feet wide) as shown on said Right of Way

Map; thence northerly along said westerly line to the westerly prolongation of the southerly line of land described in deed recorded as Instrument No. 83-397815 of Official Records, on file in the office of the County Recorder of the said County; thence easterly and northerly along the southerly and easterly line of said deed to the southerly line of Foothill Boulevard (100.00 feet wide), as shown on C.S. B-2306 on file in the office of the Department of Public Works of said County; thence easterly along the southerly line of Foothill Boulevard to the northerly prolongation of the westerly line of Lot 17 of Tract No. 33912, recorded in Book 924, Pages 23-27, of Maps, on file in the office of said County Recorder; thence southerly along said northerly prolongation to the westerly prolongation of the northerly line of said Tract No. 33912, thence easterly along said westerly prolongation and the northerly line of said Tract No. 33912 and its easterly prolongation to the easterly line of Wheeler Avenue (88.00 feet wide); thence southeasterly and southerly along said easterly line to the westerly line of Firey Avenue (50.00 feet wide) as shown on a map of Parcel Map No. 6168 recorded in Book 67, Pages 91 and 92, of Parcel Maps, on file in the office of said County Recorder; thence northerly along said westerly line to the westerly prolongation of the southerly line of Parcel 2 of said Parcel Map No. 6168; thence easterly, northeasterly and northerly along the boundary of said Parcel 2 to the southerly line of said Foothill Blvd. (100.00 feet wide); thence southeasterly along the northerly line and the easterly prolongation of Tract No. 32624, recorded in Book 867, Pages 45 through 47 of Maps, on file in the office of said County Recorder to the easterly line of "B" Street, (70.00 feet wide) as shown on said Tract No. 32624; thence southerly along said easterly line to the westerly prolongation of the northerly line of Tract NO. 28559, recorded in Book 718, Pages 90 and 91, of Maps, on file in the office of said recorder; thence easterly along said westerly prolongation and northerly line to the southerly prolongation of westerly line of Lot 3, Lancaster's Subdivision of the Evergreen Ranch, recorded in Book 78, Page 85 of Miscellaneous Records, on file in the office of said County Recorder; thence northerly along said prolongation and westerly line to the northerly line of Dover Avenue (60.00 feet wide), as shown on Parcel Map No. 4431, recorded in Book 55, Page 44 of Parcel Maps on file in the office of said County Recorder; thence southerly, along said northerly line and its southeasterly prolongation to the easterly line of "D" Street, (88.00 feet wide); thence southerly along said easterly line to the northerly line of Durwood Way, thence easterly, southerly and easterly along the northerly line of Durwood Way to the southwesterly line of White Avenue as shown on Parcel Map No. 15752, recorded in Book 175, Pages 52 and 53, of Parcel Maps on file in the office of said County Recorder; thence southeasterly along said westerly line to the northwesterly line of Parcel 11 of said Parcel Map No. 15272; thence southwesterly, southerly and easterly along the boundary of said Parcel 11 to the westerly line of Tract No. 28601, recorded in Book 714, Pages

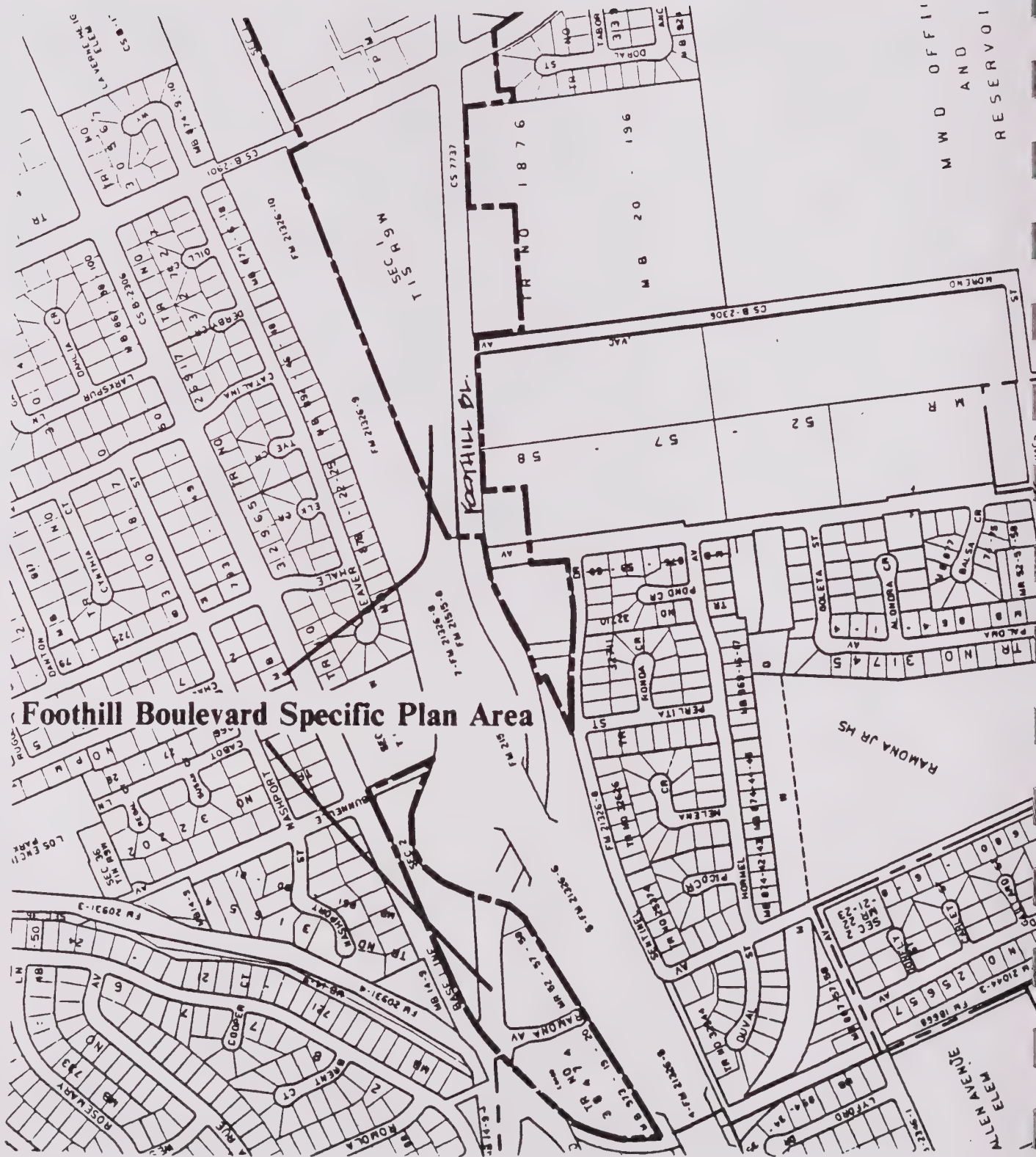
34 through 36, of Maps, on file in the office of said County Recorder; thence North 17 degrees 25 minutes 00 seconds East along said westerly line and its northerly prolongation to the most northerly corner of Tract No. 29415, recorded in Book 731, Pages 49 and 50, of Maps, on file in the office of said County Recorder; thence easterly along the northerly line of said Tract to the westerly boundary of the City of Pomona as said boundary existed on April 1, 1988; thence northerly and easterly along said Pomona City boundary to the southerly prolongation of the westerly line of Williams Avenue (variable and 66.00 feet wide); thence northerly along said westerly line of Williams Avenue to the northeast corner of land described in deed recorded March 20, 1986 as Instrument No. 86-350510 of Official Records, records of said County; thence westerly along the northerly line of said deed to the easterly line of land described in deed recorded March 16, 1973 as Instrument No. 4552, of Official Records, records of said County; thence northerly and easterly along the easterly and northerly lines of said deed to the northeast corner of land described in deed recorded October 3, 1978 as Instrument No. 78-1099363, of Official Records, records of said County; thence westerly along the northerly line of said deed to the easterly line of Bradford Street (60.00 feet wide) as shown on County Surveyors Map 6685, on file in the office of the Department of Public Works of said County; thence southerly along said westerly line to the easterly prolongation of the northerly line of said Foothill Boulevard (100.00 feet wide); thence westerly along said northerly line to the southerly corner of land described in deed recorded July 18, 1985 as Instrument No. 85-827681, Official Records, records of said County; thence northerly along the easterly line of said deed to the southeast line of Live Oak Wash as shown on a map of F.M. 20292-1 on file in the office of the Department of Public Works; thence southwesterly along said southeast line to the northerly line of said Foothill Boulevard; thence westerly along said northerly line to the southerly corner of land described in deed recorded December 3, 1985 as Instrument No. 85-1425677, Official Records, records of said County; thence northerly along the easterly line of said deed and its northerly prolongation to the southerly line of the east 1/2, southeast 1/4, northwest 1/4 of S6, T1S, R8W, San Bernardino Baseline; thence westerly along said southerly line and its westerly prolongation to the easterly line of Parcel Map 13907 recorded in Book 142, Pages 62 through 66, of Parcel Maps, on file in the office of said County Recorder; thence northerly along the easterly line and westerly along the northerly line and its westerly prolongation to the east line of the west 1/2, southwest 1/4, northwest 1/4, S6, T1S, R8W, San Bernardino Baseline; thence northerly along said easterly line to the easterly terminus of the north line of the south 500.00 feet of the west 1/2, southwest 1/4, northwest 1/4, S6, T1S, R8W, San Bernardino Baseline; thence westerly along said north line to the east line of Emerald Avenue (variable width) as shown on said County Surveyors Map No. B-2306, on file in the office of the

Department of Public Works of said County; thence northerly along said easterly line to the southeasterly line of Emerald Wash as shown on F.M. 20450-2 and F.M. 20450-3, both on file in the office of the Department of Public Works of said County; thence southwesterly and southerly along said southeasterly line to the northerly line of said Foothill Boulevard; thence westerly along said northerly line and its westerly prolongation to the easterly line of Parcel Map No. 3706, recorded in Book 50, Page 11, of Parcel Maps, on file in the office of said County Recorder; thence northerly and westerly along the easterly and northerly boundary of said Parcel Map No. 3706 to the westerly line of Wheeler Avenue (variable width) as shown on County Surveyors Map No. B-2901; thence northerly along said westerly line to the southerly line of Route 30 as shown on F.M. 21326-10, on file in the office of said Department of Public Works; thence westerly along said southerly line and its westerly prolongation to the northerly prolongation of the easterly line of Lot 3, Block 23 of the La Verne Tract recorded in Book 52, Pages 57 and 58, of Miscellaneous Records, on file in the office of said County Recorder; thence southerly along said northerly prolongation and easterly line to the southerly right of way of Foothill Boulevard as shown on said State of California Division of Highways Right of Way Map 7-LA-30-R2.3; thence easterly, southerly, easterly and southerly along said southerly Right of Way to the POINT OF BEGINNING.

Prepared 6-22-88
RKA

EXHIBIT B

MWD OFFICE
AND
RESERVOIR



Foothill Boulevard Specific Plan Area

Foothill Boulevard Corridor

SP Zone

Foothill Boulevard Specific Plan (SP 86-18)

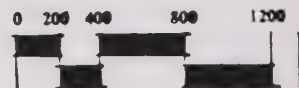


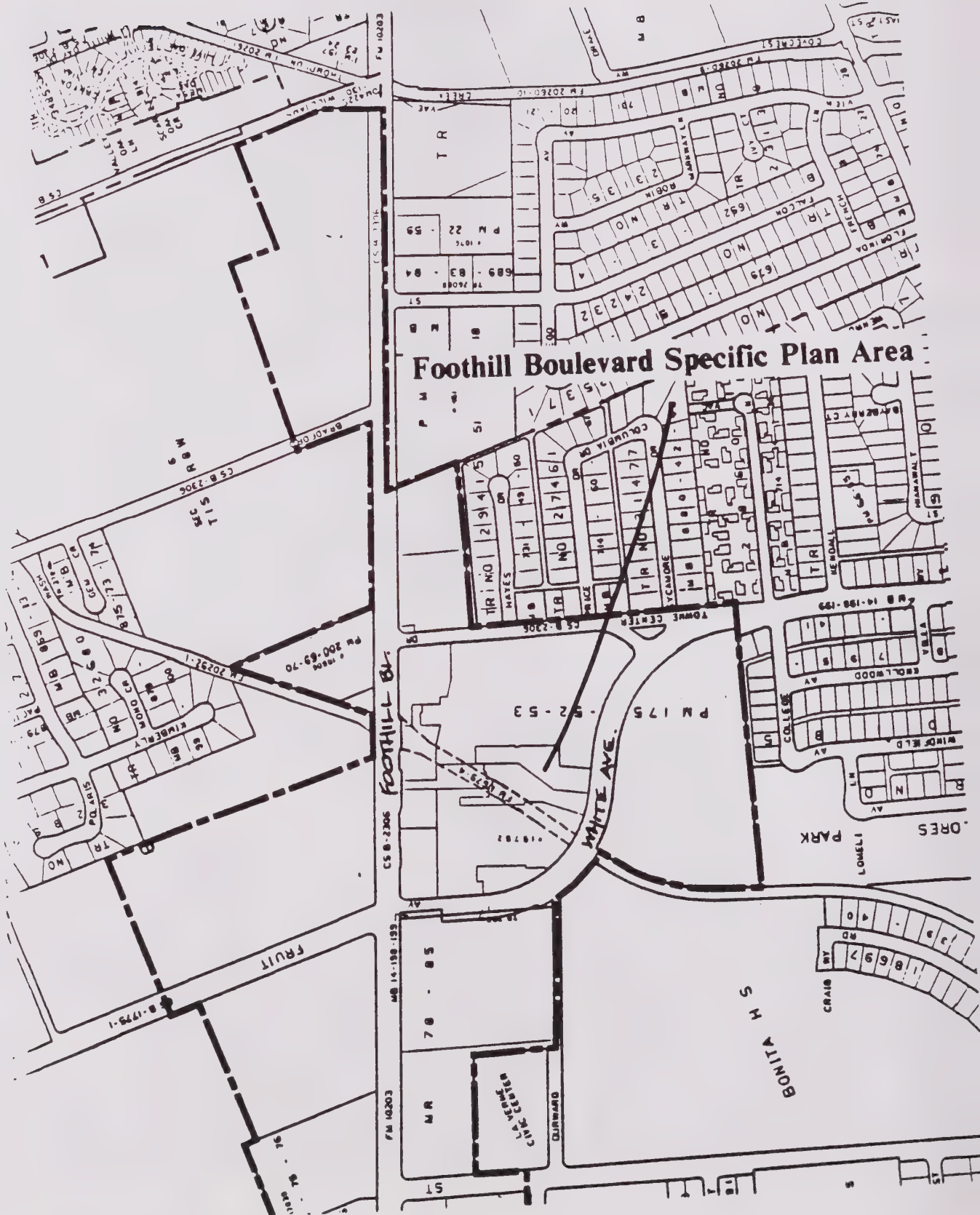
EXHIBIT C



**Foothill Boulevard Corridor
SP Zone
Foothill Boulevard Specific Plan (SP 86-18)**



EXHIBIT D



**Foothill Boulevard Corridor
SP Zone
Foothill Boulevard Specific Plan (SP 86-18)**

1 STATE OF CALIFORNIA)
2 COUNTY OF LOS ANGELES) ss.
3 CITY OF LA VERNE)

4
5 I, N. KATHLEEN HAMM, City Clerk of the City
6 of La Verne, California, do hereby certify that the
7 foregoing Ordinance No. 790 was introduced at a
8 regular meeting of the City Council of said City
9 duly held on 5th day of June, 1989, and was
10 thereafter, at a regular meeting of said Council
11 duly held on the 19th day of June, 1989, duly
12 passed and adopted by the said City Council and
13 thereupon duly signed by the Mayor of said City,
14 attested by the City Clerk of said City, and passed
15 and adopted by the following vote:

16
17 AYES: COUNCILMEN: Gatti, Harvey, Walters,
18 and Mayor Blickenstaff.

19 NOES: COUNCILMEN: None.

20 ABSENT: COUNCILMEN: Rodriguez.

21 ABSTAIN: COUNCILMEN: None.

22 N. KATHLEEN HAMM, CMC
23 CITY CLERK of the
24 CITY OF LA VERNE

Lupe Estrella

25 By Lupe Estrella
26 Deputy City Clerk

27 DATE: June 20, 1989

28 (Seal)
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| C. Service stations | SR - 2 |
| D. Full service redemption centers | SR - 5 |
| E. Drive-through or drive-in businesses | SR - 6 |
| F. Entertainment commercial facilities | SR - 7 |
| G. Alcoholic beverage permits | SR - 8 |
| H. Late night businesses | SR - 9 |
| I. Physical or social care facilities | SR - 10 |

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CP - 1

A schedule of circulation improvements to improve both traffic safety and interparcel access.

| | |
|--|--------|
| A. Intersection Modifications | CP - 1 |
| B. Median improvements | CP - 1 |
| C. Traffic signals | CP - 2 |
| D. Bus turnouts and shelters | CP - 2 |
| E. Private improvements | CP - 2 |
| F. Visibility and safety requirements | CP - 4 |
| G. Access and improvement requirements | CP - 7 |
| H. On-site parking areas | CP - 8 |
| I. Alternative transportation | CP - 9 |
| J. Pedestrian access | CP - 9 |
| K. Bicycle and motorcycle improvements | CP - 9 |
| L. General requirements | CP - 9 |

8. ARCHITECTURAL DESIGN

AD - 1

A set of design criteria and requirements to encourage creative architecture and to provide for consistent review.

| | |
|----------------------|--------|
| A. Design elements | AD - 1 |
| B. Design guidelines | AD - 5 |
| c. Design standards | AD - 8 |

9. LANDSCAPE DESIGN

LD - 1

A set of criteria and standards to ensure landscaping consistent with the plan's concept, providing guidelines to both public and private improvements.

| | |
|-----------------------------|--------|
| A. Caltrans regulations | LD - 1 |
| B. Landscape design concept | LD - 1 |
| C. Design standards | LD - 5 |

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IMP - 1

A series of actions designed to turn the plan's objectives into reality.

| | | |
|----|--|---------|
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| B. | General plan amendments and revisions | IMP - 1 |
| C. | Zoning ordinance revisions and update | IMP - 1 |
| D. | Precise plan review and development permits | IMP - 2 |
| E. | Landscape easements | IMP - 2 |
| F. | Underground utility district | IMP - 2 |
| G. | Landscape and street lighting assessment district | IMP - 2 |
| H. | Bus shelters and bus turnouts | IMP - 2 |
| I. | Design assistance program | IMP - 3 |
| J. | CRA Project Amendment No. 2 | IMP - 3 |
| K. | Foothill Boulevard Merchants Association | IMP - 3 |
| L. | Federal Aid Urban (FAU) funding | IMP - 3 |
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Executive Summary

SPECIFIC PLAN REALIZED

The 177 acre Foothill Boulevard Specific Plan promises to become a model blueprint for commercial corridor development for Foothill communities. The Specific Plan will generate high caliber development proposals for all vacant lands as well as for rehabilitation of older structures along Foothill Boulevard within the City of La Verne.

Funded entirely from the Central City Redevelopment Agency, the effort has produced a plan focusing on critical land use, community design and circulation issues associated with our City's major east-west artery.

Key issues regarding the type of desirable new businesses and their compatibility with existing land uses, visual quality and the general avoidance of becoming a typical strip commercial area, were items on planners minds throughout the process of developing the plan.

Members of our City Council and Planning Department recognize the value and consequence that Foothill Boulevard holds for the future of our City. They realized that Foothill Boulevard was at a strategic point in its history. With the amount of land still vacant (29%) along its length, the impact of new development could substantially impact its overall quality if a land use pattern was not adopted soon.

THE FOOTHILL BOULEVARD COMMITTEE

Once the City Council mobilized their idea for improvement of Foothill Boulevard, the plan was officially initiated by the City of La

Verne in June 1984. The first ingredient in putting together such a comprehensive plan was the formation of an ad hoc task force designated as the "Foothill Boulevard Committee". The Committee was divided into four major subcommittees; circulation, land use, aesthetics and identification.

In a report submitted to the City Council in March of 1986, the Foothill Boulevard Committee detailed important issues surrounding Foothill Boulevard with 28 recommended actions. One of the report's recommendations to the City Council was the need to initiate the preparation of a specific plan. The Specific Plan would assist in the upgrading of the aesthetic character and economic vitality of Foothill Boulevard. It would also provide for community needs and identity through the introduction of unified and advanced development standard/design guidelines for land uses which would be supported by future market demands.



ARTIST'S CONCEPT OF SITE 5 FROM FOOTHILL BLVD.

THE SPECIFIC PLAN

Local governments use specific plans to guide community development, amending zoning designations for the affected area. The zoning created through the use of the Specific Plan is more appropriate for the Corridor.

A specific plan can be more than zoning. The Foothill Boulevard Specific Plan incorporates specific land use designations for eleven sites and refines land use regulations for the remainder of the project area. A very specific streetscape program creates distinctive character. Design guidelines for new development, addressing architecture and site planning provide design direction. The plan also includes specific traffic improvements and a financing plan.

SITE PROFILES: STUDY SITES

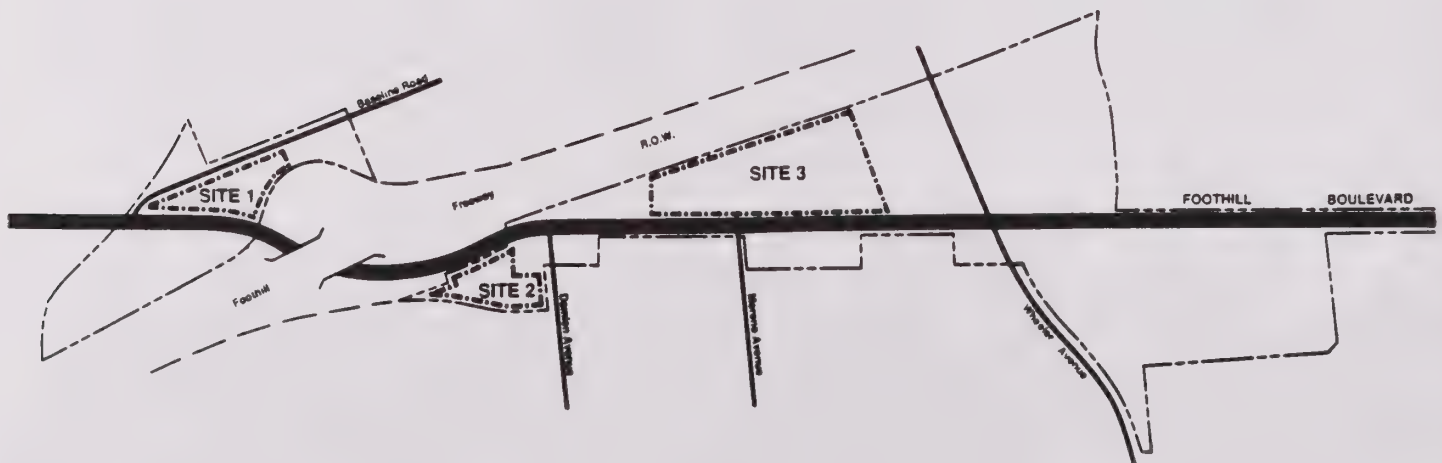
| SITE | PRIMARY USE | SECONDARY USE | ACRES |
|------|----------------------------|--------------------------|--------|
| 1. | VISITOR COMMERCIAL | AUTOMOTIVE | 2.9 |
| 2. | OFFICE | SPECIALTY COMMERCIAL | 2.44 |
| 3. | AUTOMOTIVE SALES/ SERVICE | VISITOR COMMERCIAL | 7.51 |
| 4. | SR. HOUSING/ ENTERTAINMENT | NONE | 17.15 |
| 5. | OFFICE | SPECIALTY COMMERCIAL | 6.35 |
| 6. | COMMERCIAL OFFICE | NONE | 7.45 |
| 7. | COMMERCIAL OFFICE | ENTERTAINMENT COMMERCIAL | 12.06 |
| 8. | OFFICE | VISITOR COMMERCIAL | 3.28 |
| 9. | RESIDENTIAL | SPECIALTY COMMERCIAL | 3.96 |
| 10. | APARTMENT/ SENIOR HOUSING | AUTOMOTIVE SERVICE | |
| 11. | AUTOMOTIVE SALES | SPECIALTY COMMERCIAL | 12 +/- |

LAND USE

A land use plan establishes what types of uses (commercial, residential, etc.) go where and what specific development standards (setbacks, parking, landscaping height, etc.) apply, producing high quality development.

Within the specific plan, almost one third of the developable land is vacant. The Specific Plan establishes a conceptual site plan, (shown here) for each of the eleven vacant or underutilized parcels. Specific land uses and development standards are developed for each of the sites; including:

- Primary Land Use
- Secondary and Other Allowed Uses
- Conditional Uses
- Site Development Standards
 - minimum lot size
 - height limitations



STUDY AREA FOOTHILL BOULEVARD SPECIFIC PLAN

IMPROVING VEHICULAR CIRCULATION

Maintaining safe and efficient vehicular circulation along Foothill Boulevard is one of the most important objectives of this Specific Plan.

The following traffic improvements are necessary to keep vehicular circulation on Foothill Boulevard as efficient as possible.

TRAFFIC SIGNALS

- at Moreno Avenue
- "B" Street
- Emerald Avenue
- Bradford Street

IMPROVE WHEELER INTERSECTION

The following recommendations are made for the Foothill Boulevard and Wheeler intersection.

- Move Foothill Boulevard median northward approximately ten feet to provide space for an eastbound double left turn pocket. The eastbound double left turn pockets should be approximately 300 feet long with a 180 foot transition.

DECELERATION LANES

Deceleration lanes are beneficial to traffic flow, particularly when through traffic lanes are adjacent to the curb.

Deceleration lanes are proposed at future commercial driveways on Foothill Boulevard. Deceleration lanes shall be a minimum of 150 feet in length. They shall have a minimum 60 foot transition and be 10 to 12 feet in width.

TRAFFIC/CIR- CULATION- GUIDELINES

Specific design standards and guidelines are useful in assuring that parking lots and driveways will be consistently designed throughout the Specific Plan area. The Specific Plan includes standards and guidelines for:

- street cross section
- landscape height at driveway entries
- internal and driveway STOP signs
- fire lane location
- driveway standards
- reciprocal access agreements

SITE BY SITE TRAF- FIC MITIGATIONS

The circulation component of the Specific Plan also provides a detailed site by site traffic improvement summary.

It identifies areas where circulation improvements must be made.



ARTIST'S CONCEPT OF SITE 4 FROM FOOTHILL BLVD.



PROTECTING LA VERNE'S SMALL TOWN CHARACTER

What do La Verne residents feel are the most critical design oriented issues for the City's future?

"Protect La Verne's small town character"

"Promote the "greening" of La Verne"

"Make La Verne a distinctive community"

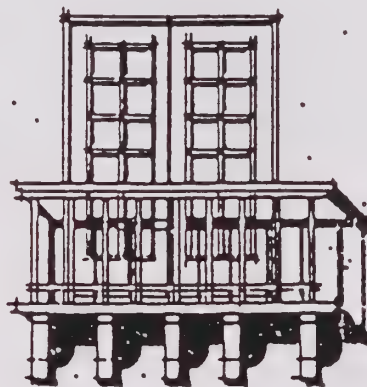
"Capitalize on La Verne's natural resources"

"Improve the architectural quality of La Verne development"

"Encourage "people-oriented" design, aware of the user's needs"

Newer projects can be architecturally insensitive to surrounding historic neighborhoods, ignoring the City's historic roots. In response to this concern, the Foothill Boulevard Specific Plan presents an extensive set of design guidelines incorporating the communities concern for sensitive, compatible architecture.

The City's existing Spanish Design theme has created a very solid basis for architectural consistency along Foothill Boulevard. These "more specific design guidelines" actually broaden the design scope to allow more varietal forms of Spanish Architecture while maintaining the general height, bulk and site design reminiscent of the period.



The design guidelines require:

- Horizontal and vertical architectural articulation on all facades.
- Multi-planed roofs and variation in roofline ridgelines.
- "Humanly scaled architecture", avoiding large out of scale building materials and features. A good example might be using brick versus 4 x 8 reflective glass panels as a building's exterior finish.



STREETSCAPE CONCEPT:

GATEWAY TO THE COMMUNITY

The, east-west configuration of Foothill Boulevard provides one of the strongest linear urban forms of our City. Foothill Boulevard is a very strong design determinant in the way visitors view La Verne. As such it received a significant amount of study in this Specific Plan relative to its streetscape design.

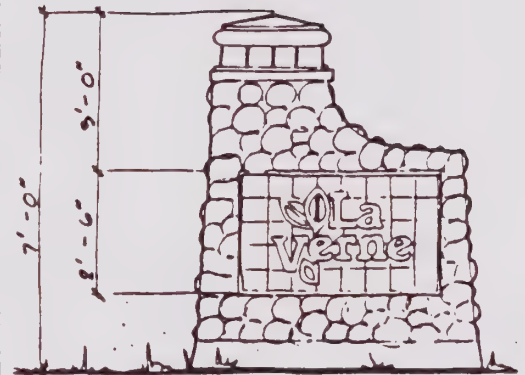
The timing of the Specific Plan is very appropriate. There are still numerous vacant and underutilized sites which will be required to improve their frontage to the specific plan's streetscape standards. This opportunity for new streetscape will ensure a quality gateway into our city.

The streetscape improvements are stylistically suited to La Verne's community heritage and designed for intense use. The distinctive streetscape image will enable La Verne to attract quality oriented developers seeing that the city is interested in establishing a quality image through streetscape design.

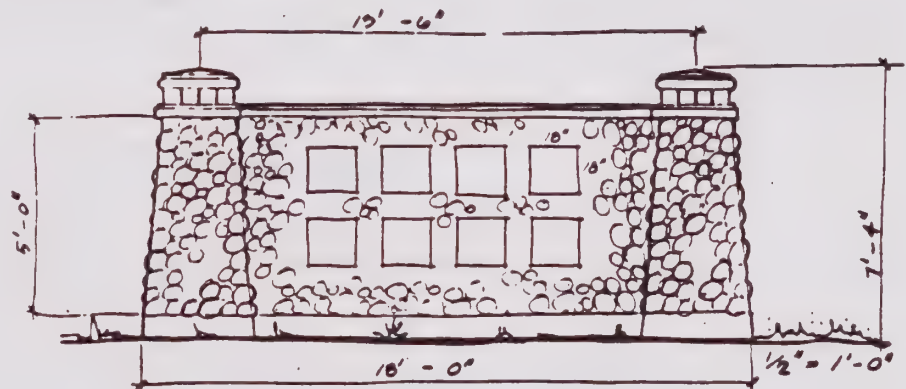
Key elements of the streetscape program include:

- City identification signs at the entry areas of Foothill Boulevard;
- Vertical "gateway" planting at the major vehicular entry points;
- A series of entry/transition areas in and around the proposed Foothill Freeway;
- A special accent color used repeatedly on streetscape hardware;
- A special streetscape design for Foothill Center (the heart of Foothill Boulevard) which proposes to;

- *widen and repave sidewalks with smooth bands of exposed aggregate concrete;*
- *eliminate overhead utilities and inappropriate signs;*
- *provide special crosswalk paving;*
- *provide accent trees and flowering ground-cover at intersections;*
- *and*
- *"formal" median plantings.*



ENTRY MONUMENT SIGN



MONUMENT SIGN FOR SERVICE CLUBS

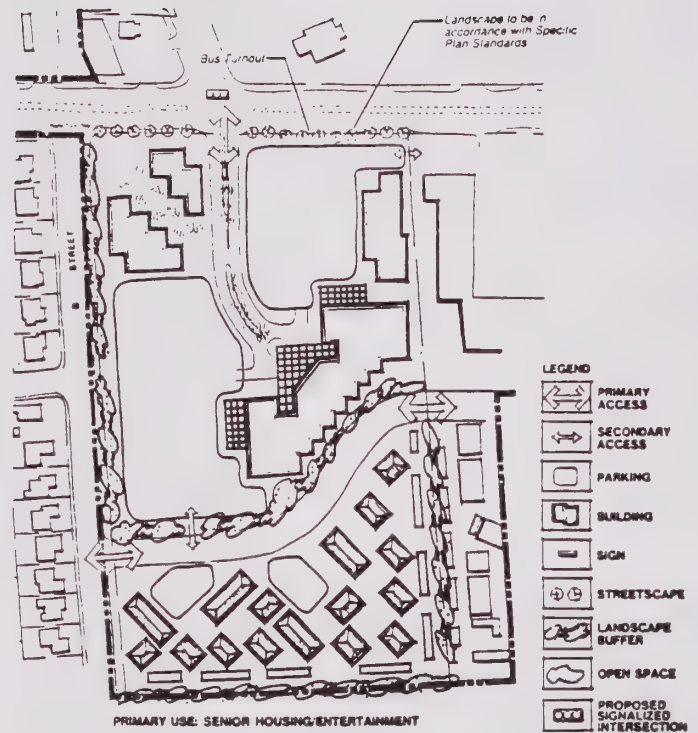


CONCEPTUAL INTERSECTION ELEVATION

- maximum building coverage
- minimum site landscaping
- minimum setbacks
- Development Criteria
 - number of Foothill Boulevard vehicular access points
 - landscape buffer locations
 - inter-parcel access points
 - circulation routes
 - architectural features
- Building Location/Footprint
- Parking Lot Location

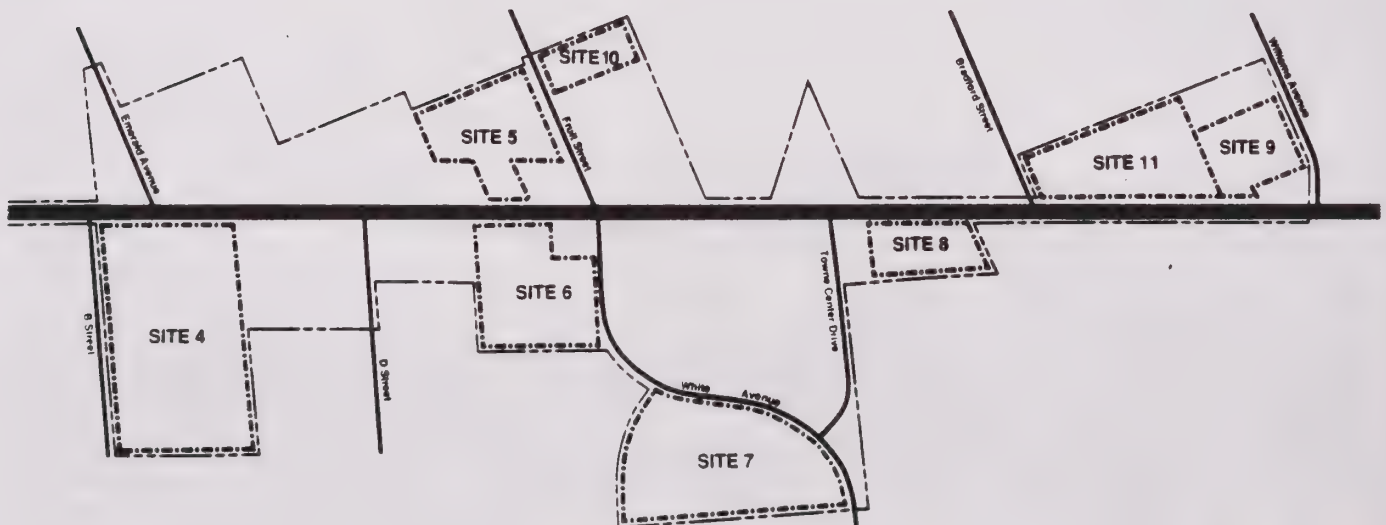
The remainder of the Foothill Boulevard Specific Plan area is governed by a separate zone within the Specific Plan known as the Commercial Office Zone. This district includes commercial properties adjacent to Foothill Boulevard, excluding the eleven Specific Plan sites, replacing the existing CPD zone.

The Foothill Boulevard Commercial Office Zone provides for a variety of community-oriented commercial uses and facilities similar to current development located along Foothill Boulevard.



SITE 4 CONCEPTUAL SITE PLAN

FOOTHILL BOULEVARD SPECIFIC PLAN · CITY OF LA VERNE



Chapter One: Introduction

The Foothill Boulevard Specific Plan provides land use and development regulations sensitive to community goals and needs. The plan relies on the Foothill Boulevard Committee's expression of future vision, implementing the citizen-based committee recommendations. The plan refines the existing commercial zoning and adopts standards and plans for eleven key sites.

The corridor's issues are addressed comprehensively. Concepts for land use, circulation, architecture, urban design and landscaping are refined into action plans, then further refined into implementation tasks. The Foothill Boulevard Specific Plan presents an opportunity for the community to guide planning by establishing economic, redevelopment and community goals. The corridor plan is a specific and comprehensive approach, affording the community a greater degree of land use control.

History

The two mile length of Foothill Boulevard served as a portion of U.S. Route 66 from 1920 to 1960. Few examples remain of the strip development which dotted the roadside of this era.

In the early 1970's La Verne completed its first planning study of the corridor. Lots subdivided under County of Los Angeles zoning were small and narrow. La Verne's standards paid little attention to the location of driveways, landscape requirements and design review.

The City's 1971 zoning ordinance created the current commercial-professional development zone and helped to define the corridor's image. This resulted in a planned development image along the corridor, avoiding strip commercial by requiring large lots, broad setbacks, perimeter landscaping and increased parking. Land uses on the corridor were mixed, with residential, office and commercial fronting on Foothill Boulevard. The City adopted a Spanish design theme, landscaped the medians and added wood entry signs.

In retrospect, 1971 was an ideal time to adopt standards, for the city grew from a population of 13,000 residents in 1970 to 30,000 by 1988 with corresponding commercial, office and residential development. Rapid disappearance of vacant land, the maturing of community perceptions and increasing traffic problems prompted the formation of the Foothill Boulevard Committee.

The commercial-professional development zone currently permits a range of office, retail and service uses, not regulating the number of similar businesses and not differentiating between intensities of commercial uses.

Foothill Boulevard Committee

Formed by the City Council in March of 1984, the committee consisted of city commissioners, businesspeople, land owners and representatives from civic organizations. Divided into land use, circulation, aesthetics and sign control subgroups, the committee studied existing regulations, policies and practices. In summary they found:

- o Foothill Boulevard will remain the city's primary commercial corridor.
- o The City heavily relies on sales tax to fund general services, such as police and fire.
- o Circulation is an increasing problem and the Foothill Freeway construction is 15 to 25 years away.
- o Existing commercial zoning has not controlled proliferation of duplicate services and retailers.
- o The Spanish design theme can result in contrived solutions, such as mansard roofs on boxy buildings.
- o Landscaping, although well developed, is flat in appearance, inconsistently applied and poorly maintained.
- o Vacant commercial land is rapidly disappearing, with only 11 vacant or underutilized sites available to develop uses needed by community residents and complementary to existing uses.
- o A specific plan should be explored to propose solutions to these problems.

Foothill Boulevard Committee Recommendations

The committee completed its work in March of 1986. Their recommendations were presented to a joint meeting of the City Council and Planning Commission.

| <u>Recommendation</u> | <u>Status</u> |
|---|---------------|
| 1. Enact temporary ordinances to protect vacant properties; have City Council review all developments until specific plan adoption. | Completed |

| | | |
|-----|---|--|
| 2. | Direct preparation of a specific plan, to: | Completed |
| o | Endorse recommended land uses. | See Chapter 4 |
| o | Develop comprehensive guidelines. | See Chapters 8 & 9 |
| o | Adopt parkway and median plans. | See Chapters 7 & 9 |
| o | Establish an assessment district to underground utilities. | See Chapter 7 |
| o | Require internal drive lanes between commercial centers. | See Chapter 7 |
| o | Create deceleration lanes and eliminate redundant driveways. | See Chapter 7 |
| o | Add traffic signals. | See Chapter 7 |
| o | Develop city entry and street signs. | See Chapter 9 |
| o | Revise service station regulations. | See Chapters 3 & 6 |
| 3. | Establish a design assistance program. | Completed |
| 4. | Establish priority for code enforcement; fund enforcement; actively enforce sign codes. | Budget Item |
| 5. | Redesign the Foothill Boulevard ramps | Traffic Commission |
| 6. | Employ signs to encourage using Arrow Highway. | Recommended only after improvement to Arrow Highway. |
| 7. | Establish a City Traffic Commission. | Completed |
| 8. | Remove no parking signs and paint curbs red. | Traffic Commission |
| 9. | Develop Base Line Road landscaping. | General Plan/Community Design |
| 10. | Retire the pole signs. | Code Enforcement/Budget |

Public Participation

Upon completion of the Foothill Boulevard Committee report, the City Council directed the preparation of a specific plan. Public, city commission, landowner, business and citizen participation was fundamental. A series of study sessions refined the work of the original committee. The traffic commission separately studied, with the assistance of traffic engineers, circulation issues and solutions. This process culminated in a draft plan.

This draft warranted an environmental impact report due to the complexity of proposed zone changes and amendments. It recognized that any form of development would worsen the situation on Foothill Boulevard. The commission on environmental quality received input during a series of six advertised hearings. They directed amendments to several of the sites and addition of mitigation measures into the specific plan. The planning commission and the City Council further refined the specific plan during a series of public hearings.

Relationship to the General Plan

In 1985, La Verne began comprehensive revisions to the general plan. The city's general plan was first adopted in 1962 and revised in 1974. The current revision is scheduled for public hearings in the spring of 1989. The general plan has divided the City into eight planning districts, recognizing Foothill Boulevard Corridor as a Planning Area No. 5. Land use, economic development, community design, community facilities and circulation, public services and other issues have been identified on a citywide basis and for each district. The specific plan anticipates general plan revisions in five key areas, discussed below.

General Plan Land Use Goals and Policies

- | | |
|---------------|---|
| Goal | Provide a balance of commercial, office and residential uses on Foothill Boulevard. |
| Policy | Adopt the land use classifications and development standards of the <u>Foothill Boulevard Specific Plan</u>. |
| Goal | Intensification of land uses shall only be permitted when it demonstrates sensitivity and compatibility with surrounding land uses. |
| Policy | Development of these parcels shall be compatible with the surrounding land uses. Complete environmental studies shall be prepared, documenting all impacts and proposing adequate mitigation measures. |

General Plan Land Use Plan

The general plan proposes eliminating the administrative-professional land use category and creating a commercial-business park land use. This category includes retail, service and office uses and standards. The revision also proposes reductions to the number of residential designations, creating four residential categories. This would effect only the the medium density (0-10 du/ac) and high density (0-15 du/ac) categories.

These general plan amendments are proposed with the adoption of the specific plan:

| <u>Site</u> | <u>Current General Plan</u> | <u>Proposed General Plan</u> |
|--|--|---|
| Ramona Condos APN 8661-21-25 through 106 | Administrative | Medium Density Residential (0-10 du/ac) |
| Site 4 | Medium - High Density Residential (0-10 du/ac) | Commercial/ Business Park and High Density Residential (0-15 du/ac) |
| Site 9 | Commercial | Medium Density Residential (0-10 du/ac) |

General Plan Circulation Goals and Policies

Goal **Provide efficient circulation, minimize congestion delays and potential traffic accidents.**

Policy **Continue to work with Caltrans to synchronize traffic signals.**

Add traffic signals where they aid local traffic in crossing Foothill Boulevard.

Require deceleration and acceleration lanes for commercial and office developments.

Minimize new driveways on Foothill Boulevard. Eliminate and consolidate driveways.

Provide convenient alternate access for local traffic. Require interparcel connections between commercial centers. Develop the east-west street network one block from the boulevard.

Coordinate city improvements with Caltrans' capital improvement plan. Insist that Foothill Boulevard is improved to state and city standards prior to accepting the street from Caltrans.

Require separate bus turn out lanes.

- Goal** Fully improve Foothill Boulevard and surrounding arterials.
- Policy** Require that all roadway improvements conform to the City Circulation Plan.
- Develop a Capital Improvement Plan to establish improvement priorities. Monitor and work with Caltrans to ensure necessary improvements to Foothill Boulevard. Refuse to accept Foothill Boulevard until all improvements have been made.
- Require development to pay the full cost of circulation improvements and assessments for citywide improvements.
- Goal** Provide accessible, efficient public transit for those whose mobility is impaired. Develop public transit as a viable alternative to the automobile.
- Policy** Require the development of transportation systems management plans for all commercial and business firms employing more than 100 people.
- Review land use amendments with transit agencies to determine if alterations to service will be required.
- Require priority loading and parking areas for buses, carpools, van pools, etc., at all businesses employing more than 50 people.

Proposed Community Facility Goals and Policies

- Goal** Maintain adequate water supply to meet normal and emergency demands.
- Policy** Prohibit development in areas with inadequate water supply. Require development to pay the full cost of water systems improvements and assessments for citywide improvements.
- As part of the capital improvement program, study the water system to determine where deficiencies exist and which components will require upgrading or replacement. Prioritize needed improvements and fund them with developer fees.
- Require water conservation measures in all development, including drought-tolerant landscaping and low volume water fixtures.
- Goal** Commercial development shall participate in funding of schools and parks.
- Policy** Require that all developments pay school and park development fees.

General Plan Economic Development Goals and Policies

- Goal** **Broaden the employment base by providing 5,000 new jobs within the city.**
- Policy** In "partnership" with the Chamber of Commerce and other business associations, promote selected commercial expansion.
- Develop a marketing strategy for the city.
- Implement the Foothill Boulevard Specific Plan.
- Goal** **Invest our land "savings account" wisely to improve the quality of life for all residents. Insure that vacant lands are developed with needed uses. Preserve property values by requiring property maintenance of existing commercial and office buildings.**
- Policy** **Target community identified business prospects.**
- Require marketing studies with all developments. Tailor future business parks and commercial centers by specifying needed uses, tied to leasing and owner participation agreements.
- Goal** **Increase city retail sales tax revenues by fostering needed commercial development.**
- Policy** **Promote a "shop in La Verne" mentality. Encourage Foothill Boulevard centers to advertise, sponsor center activities and sales events. Encourage the formation of a Foothill Boulevard Merchants Association responsible for a joint newsletter, advertising, special activities and support of community events.**
- Relax city prohibitions on temporary outdoor sales. Develop a temporary use permit which solves public safety, circulation and aesthetic concerns.
- Discourage the development of "strip commercial" multi-tenant commercial centers. Designate specific commercial uses for the remaining vacant commercial land. Require that all commercial centers have "major tenants" of a minimum of 20,000 square feet or two "major-mini tenants" of 5,000 square feet or larger.

General Plan Community Design Goals

- Goal** **Protect La Verne's small town character.**
- Policy** **Develop landscape plans which complement neighboring lots; buffer adjoining land uses; and soften the amount of variation in size, setback or architectural character of buildings on nearby parcels.**

Design massing, fenestration, setbacks, colors, materials and detailing consistent with the existing neighborhood.

The City will expand the standard list of conditions to include exterior building maintenance as a condition of project approval.

The City shall investigate a property maintenance ordinance.

Goal **Promote the "greening" of La Verne.**

Policy **Buildings shall have varied setbacks. Landscape shall conceal side walls. Landscaping shall be designed to provide continuity in streetscape from one lot to the next, even where the buildings are in different zones or land use classifications.**

A dense landscape screen of trees, shrubs and ground cover shall be provided where conflicting land use categories adjoin.

The City shall insist that all new development incorporate street tree plantings dense enough to shade and beautify residential and commercial areas.

The City shall require one tree for every four parking stalls. This standard may be increased through project conditions of approval to address size, canopy or other characteristics which make parking lots more inviting.

Parking lot design shall incorporate trees providing substantial shade. Parking lot trees shall be mixed in size and canopy to provide substantial shading of parking areas. The periphery of parking areas shall be densely planted with trees. Additional plant materials will be required when the property faces or backs to the freeway, adjoins a property with different architectural character, scale, or massing, or is necessary to ensure the privacy of residents.

The City shall protect heritage trees or trees which are considered by the City Council as unusual or rare by size.

The City shall require the protection, preservation and enhancement of native trees wherever they are found. Every effort will be made to preserve the maximum number of healthy native specimen trees possible. Tree preservation shall be consistent with the City's tree preservation ordinance.

Where tree preservation is not possible the City may require tree relocation.

- Goal** **Make La Verne's new development distinctive through its design.**
- Policy** The City shall develop a uniform streetscape program emphasizing major and minor entrances to the City. Major entrances are Foothill and Base Line, Foothill and Damien and Foothill and Bradford. A minor entrance is Foothill and Canyon View.
- Major entries will be treated as most significant by use of textured pavings at intersections and water elements; prohibition of pole signs or billboards within 500 feet and use of low-rise monument sign surrounded by flowers, shrubs and trees; amortization and removal of nonconforming signs and sensitive lighting treatments; emphasis on plants and material found in the area, such as river rock and citrus; undergrounding of utilities.
- The City shall continue to encourage the development of unified entry statements for new residential and commercial projects, incorporating textured paving, coordinated monument signs and landscaping.
- Goal** **Improve the architectural quality of La Verne development.**
- Policy** The City shall encourage architecture which is innovative in form and function.
- Foothill Boulevard shall be addressed by a specific plan containing design standards.
- Goal** **Encourage people-oriented design; sensitive to the user's needs.**
- Policy** All commercial and business site plans shall contain buildings which are juxtaposed at differing angles, rather than arrayed along rectangular axes.
- Building facades shall incorporate varied planes and textures; natural rather than manufactured finishes; variety in window and door treatments.
- Architecture shall be encouraged which disaggregates massive buildings into smaller parts with greater human scale.
- Mature landscaping shall be incorporated into commercial projects to define and emphasize the entire project.
- Landscaping shall be installed for the entire project, with the completion of the first building phase, including vacant land.

All developments shall incorporate theme elements intended to distinguish the project from other developments; foster individuality; and promote gathering opportunities. Such elements include patios and plazas, outdoor cafes, gateways, kiosks, flag courts, gardens, trellises and arbors, water elements, booths, amphitheaters, outdoor markets and colonnades.

All development shall incorporate accent elements. Such elements may include bell towers, theme towers, galleries, carrillons and clerestories.

Development shall be designed to make the pedestrian feel at home. All projects shall incorporate direct walkways which cross parking lots, connecting buildings with the streets and bus shelters. Parking lots in the rear shall not be isolated from the fronts of buildings. Commercial developments shall provide mid-building pedestrian access or fully treated rear entrances. Delivery areas shall be separated from pedestrian areas.

Projects shall be designed to draw pedestrians from building to building, or patio to courtyard and shall not be jeopardized by automobile noise or congestion.

Pedestrian crossings shall be protected with bollards, pinched curbs and defensible space landscaping.

Pedestrian walkways, including those under building canopies, shall be made inviting by using banded or textured paving; rest areas; outdoor dining; trees projecting through roofs and canopies; pavilions or bandshells; theme plantings; bollards or kiosks or planted trellises or arbors.

Bus shelters shall be incorporated into all new projects. Bus shelters may be required in commercial and business rehabilitation projects.

The City will incorporate the construction of bus shelters for existing projects into its capital improvement program.

The City shall continue to pursue funding for the underground utilities on Foothill Boulevard.

Walls shall be varied in plane and texture, using different types of materials and colors. Landscape vine and tree pockets, curvilinear alignments with meandering sidewalks, and variation of plane behind setbacks shall be encouraged.

Pedestrian connections shall be used for adjoining parcels. Gateways, walkways and directional signs are encouraged.

Parkways shall be placed adjacent to curb where appropriate.

In front of major stores or anchor tenants greater than 15,000 square feet in size, a landscape screen shall be provided in front of the store. This screen shall be designed to reduce the amount of paving, improve scale by visually lowering the building height and mass.

Enriched, varied textured paving treatments shall be used at all project entries and crosswalks.

Bollards and pedestrian level accent lighting shall be employed.

Bus benches and other waiting areas shall be shaded from the sun. Each project shall incorporate at least one bench, taxi stop or pedestrian area.

All facades shall have full architectural treatment. Facade design should anticipate shadow, variation of roof line and full architectural detailing.

Roofs shall be integral to the design and shall be varied and staggered, concealing all roof equipment, avoiding paste on mansards and emphasizing horizontal roof character.

Where projects adjoin flood control channels, the wash may be covered and developed with pedestrian amenities connecting parcels separated by the wash. This may include bridges, gateways and green belts. Streets and parking areas parallel to or crossing channels shall incorporate peripheral landscape treatments to hide the channel.

Parking lots shall be designed with depressed grades or landscape berms to conceal car grillework as seen from the street. Walls shall only be permitted in conjunction with berming and landscaping. Parking lot trees shall shade 50 percent of the parking lot during high sun hours after 10 years growth.

Parking lot design shall break up large areas of paving with landscaping and green belts. Parking lots shall include walkways, bus benches, textured paving and other features. Planters shall be connected rather than isolated.

Service stations or drive-through businesses shall be oriented inward, such that service areas, pump islands and drive-through windows are not visible from the street. Trees and landscaping shall be installed in the periphery, drive-through aisles, under canopies and in car waiting areas. All elevations shall be fully treated. Site plans shall include pedestrian amenities.

Relationship to Zoning

The specific plan incorporates and updates the current commercial professional development zoning, renaming the zone to Commercial-Office. The specific plan relies upon the municipal code provisions for parking, sign control, division of land and other general provisions.

The specific plan adopts several zone changes, summarized below. For each of the study properties, the primary and secondary uses are listed. Primary uses are those preferred to locate on the particular study sites. Depending on the specific use, secondary uses may be subject to more extensive environmental review.

| <u>Site</u> | <u>Current Zoning</u> | <u>Proposed Zoning</u> |
|--|---|--|
| Ramona Condos APN 8661-002- 025 through 106 | Administrative- Professional | Medium-High Density Residential (10 du/ac) |
| 1. | Commercial-Professional | Visitor Commercial (SP 86-16) Automotive Services |
| 2. | Commercial-Professional | Office (SP 86-16) Visitor Commercial |
| 3. | Commercial-Professional | Automotive Sales (SP 86-16) Visitor Comercial |
| 4. | Medium-High Density Residential (10 du/ac) | Entertainment- Commercial/Planned Residential 8 du/ac (SP 86-16) or Entertainment- Commercial/Senior Citizen Housing 25 du/ac |
| 5. | Commercial-Professional | Specialty Commercial (SP 86-16) Office |
| 6. | Commercial-Professional | Commercial Office (SP 86-16) |
| 7. | Commercial-Professional | Commercial Office (SP 86-16) Entertainment- Commercial |
| 8. | Commercial-Professional | Specialty Commercial (SP 86-16) Office |

| | | |
|--|-------------------------|---|
| 9. | Commercial-Professional | Medium-High Density Residential (10 du/ac) (SP 86-16) |
| 10. | Commercial-Professional | Office (SP 86-16) Automotive Services |
| 11. | Commercial-Professional | Automotive Sales (SP 86-16) Specialty Commercial |
| Towne Center APN 8375-025-20 through 29 | Specific Plan 83-8 | Commercial-Office (SP 86-16) |

Relationship to the Foothill Boulevard Committee

The specific plan adopts the majority of the recommended land use amendments and zone changes proposed by the committee, with exception to three sites, as follows:

| <u>Site</u> | <u>FBC Recommendation</u> | <u>Proposed</u> | <u>Justification</u> |
|-------------|---------------------------------|------------------------------------|---|
| 1. | Planned Residential 15 du/ac | Visitor Commercial | Poor site for residential due to high noise contours; changed during discussion sessions |
| 2. | Automotive | Specialty- Commercial | Commission on Environmental Quality recommends less disruptive alternative due to public hearing input. |
| 5. | Specialty- Commercial | Office/ Specialty Commercial | Overriding need for large garden office complex; changed during discussion sessions. |

Chapter Two: Development Issues

Introduction

Four overriding development issues drive this specific plan:

- o Vacant land is rapidly disappearing. Existing planning policies and ordinances cannot absolutely ensure needed development. Revised land use and economic development concepts are necessary.
- o Circulation problems, due primarily to development east of the city and the lack of the Foothill Freeway, create a worst case along the corridor. Circulation solutions are needed, adopting public and private standards.
- o Existing architectural and landscaping standards are outdated. Although the corridor avoids the classic strip commercial appearance, design problems exist. Revisions to the original concepts are necessary.
- o The City has relied on only four implementation measures - capital improvement funds, signal reimbursement districts, development review and utility underground funds. To successfully implement the specific plan, improved implementation is necessary.

Land Use Concept

The land use concept is based on the ten goals of the Foothill Boulevard Committee, developed in part from a survey of resident's needs. The goals are to:

- o Improve the environment for small stores.
- o Attract businesses that provide sales tax, such as furniture, jewelry, appliances, clothes and shoes.
- o Improve merchandise quality.
- o Reduce traffic impacts.
- o Encourage beautiful architecture.

- o Discourage those uses that are over supplied, such as grocery stores, cleaners and fast food restaurants.
- o Encourage desired facilities, such as department stores, a mall, theater or clothing stores.
- o Encourage desired restaurants, such as family, steak or dinner houses.
- o Increase recreational options, such as a theater or skating rink.
- o Provide for senior housing.

These goals are implemented by the adoption of site plans and uses for 11 vacant or underutilized sites and by the creation of the Commercial-Office zone for existing centers. Although the existing commercial professional zone has led to a proliferation of duplicate uses, its development standards are relevant. The plan strengthens these standards and limits duplicate uses within the specific plan area. It is recognized by this plan that the existing commercial office acreage is sufficient to service the City and outlying areas.

The plan proposes land uses and conceptual site plans for 11 vacant or under used sites. In a departure from traditional zoning, the specific plan requires applicants to specify tenants, approval of leasing plans and additional land use controls. Each conceptual site plan provides standards for building massing, setbacks and buffer landscaping, pedestrian and design amenities, internal circulation and property access.

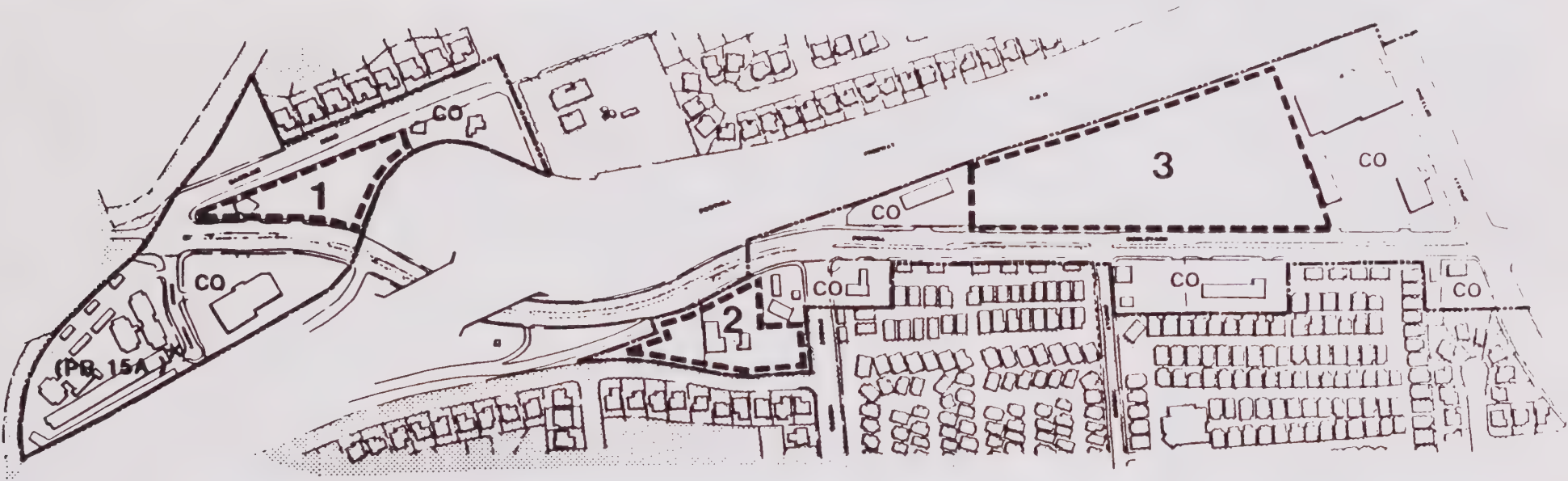
Justifications for this site-specific zoning are numerous. Several of the sites are near the proposed Foothill Freeway and afforded special visibility. Most are impacted by high noise levels. Other sites are within the center of the corridor, lending themselves to more intense commercial or mixed uses. Specific site planning for all sites incorporates mitigations to existing traffic and circulation problems. The limited amount of vacant land, combined with the lack of specialized goods and services, has created special constraints.

Recognizing that the existing commercial zoning has led to duplicated, harmfully competitive businesses, the specific plan makes clear distinctions between the types of commercial and service activities. Land uses are divided into the following categories:

- o **Automotive Sales** - Business engaged in the retail sales and display of new and used automobiles, trucks, vans, trailers or recreational vehicles and including accessory repair and service.
- o **Automobile Services** - Businesses engaged in furnishing automotive repair, rental, leasing, washing, installation of lubricants, tires, batteries and similar activities. For purposes of this specific plan automotive services does not include machine shops, mechanical or engine shops, body shops, detailing and paint shops.

Study Area and Site Location

DI - 3



AREA 1



FOOTHILL
SPECIFIC PLAN

BOULEVARD
CITY OF LA VERNE

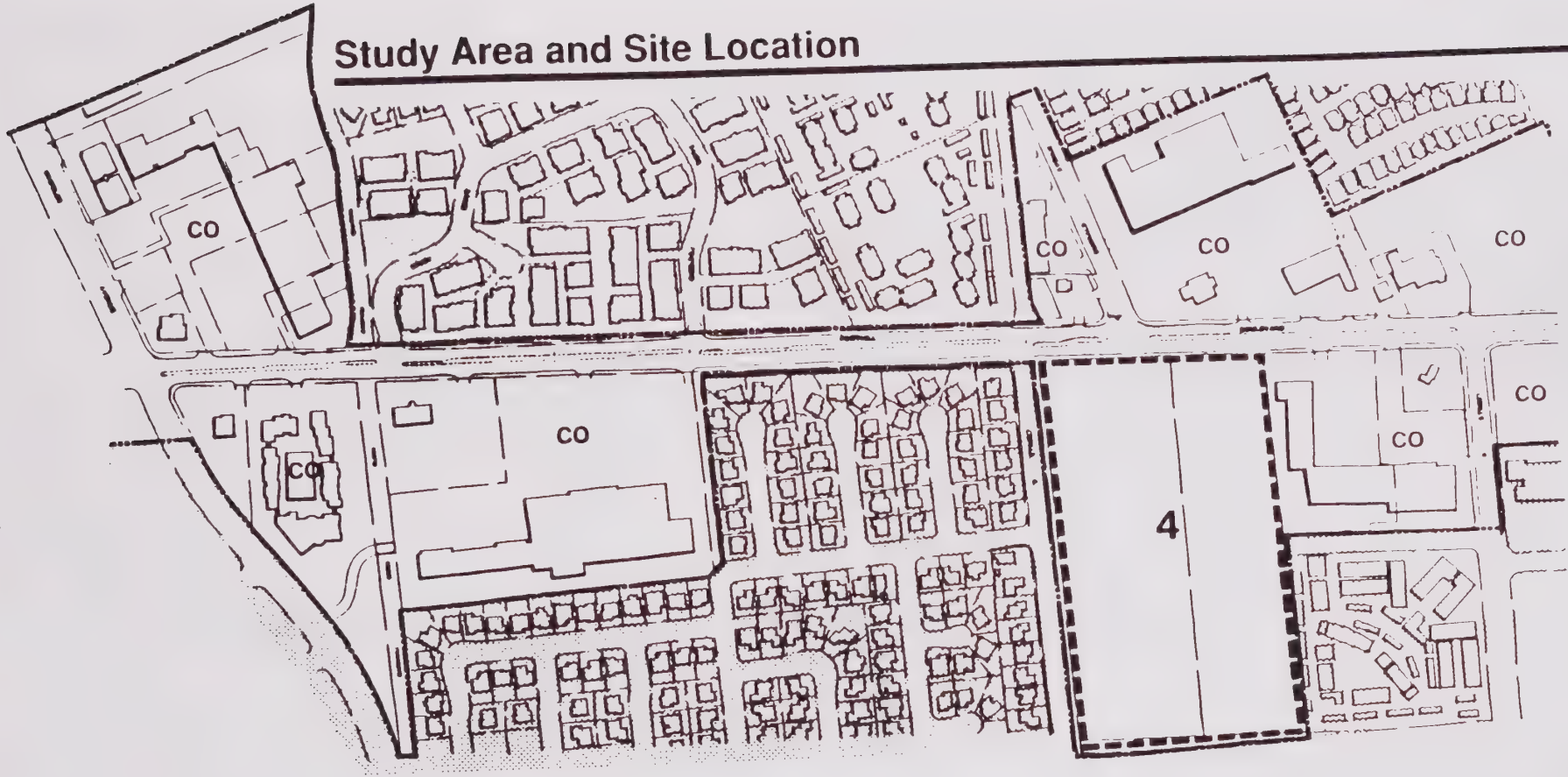


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Study Area and Site Location

AREA 2

DI - 4



AREA 2



FOOTHILL
SPECIFIC PLAN

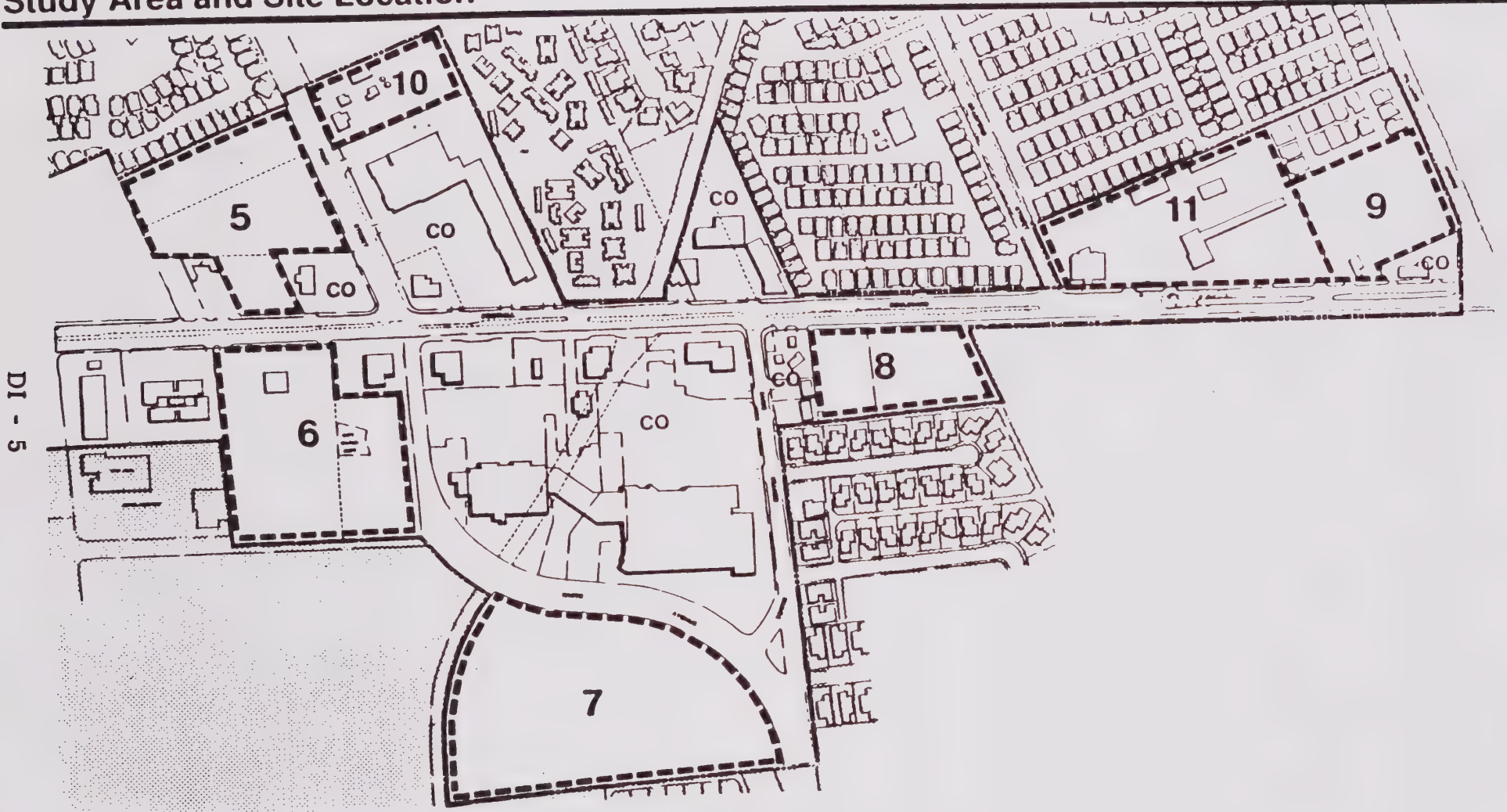
BOULEVARD
CITY OF LA VERNE



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Study Area and Site Location

AREA 3



AREA 3



FOOTHILL
SPECIFIC PLAN

BOULEVARD
CITY OF LA VERNE



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- o Entertainment Commercial - Businesses engaged in providing recreation and entertainment, such as theatres, game arcades, roller and ice skating rinks, bowling alleys, health and fitness clubs or recreation facilities operated as a business and open to the public.
- o Office - Businesses engaged in providing services for individuals and businesses; including attorneys, engineers, realtors and brokers, banks and savings institutes, health professionals, laundry and dry cleaning, shoe repair, photo-finishing, consulting and employment services.
- o Senior Housing - Attached planned residential development, not exceeding 25 units per acre, designed for the use of persons 62 years or older.
- o Specialty Commercial - Businesses engaged in the sales of goods, such as but not limited to, books and newspapers, clothing and jewelry, paints and wallpaper household appliances. For purposes of this specific plan specialty commercial does not include less retail intense commercial or office uses.
- o Visitor Commercial - Businesses engaged in providing services for visitors, such as hotels and motels, convention centers, private museums, art galleries and restaurants.

The land use concept alone is not enough to guarantee the successful implementation of the City's goals. Circulation issues also require resolution.

Circulation

The impact of increased circulation is mentioned by citizens as the greatest problem facing the corridor. Because Foothill Boulevard is under Caltrans' jurisdiction, the City's freedom to make improvements is limited. The circulation concept is based on the following:

- o All specific plan sites will impact Foothill Boulevard.
- o Foothill is currently operating at level of service "D" and drops to level "F" at peak hours. Regardless of the level of improvements, most intersections will be overloaded by 1996; by 2001 all intersections will be overloaded.
- o Foothill Boulevard is the terminus for the Route 30 Freeway. Construction of the freeway is not likely for 25 years. Foothill is operating as a "bypass" to the San Bernardino Freeway.
- o Traffic signals are now warranted at the Foothill Boulevard intersections with Moreno Avenue and Bradford Street. The Bradford Street signal is a priority.
- o There is a need to study traffic on "B" Street, particularly at its intersection with Bonita Avenue.

- o Foothill Boulevard has three eastbound lanes and two westbound lanes.
- o There is a recognized need for driveway eliminations, deceleration lanes, bus turnouts and interparcel connections.

Based on the "worst case scenario" presented in the environmental impact report, the concept proposes deceleration lanes, driveway consolidations and eliminations and bus turnouts and shelters to encourage efficient circulation.

Circulation implementation requires public and private improvements. Public improvements are the intersection modifications, left turn lanes, new intersection lights and median modifications. Private requirements include interparcel connections, providing local residents with alternate access, driveway consolidation and internal parking lot standards and visibility requirements. Each conceptual site plan numbers and locates future driveways and Foothill Boulevard accesses.

Strong public and private cooperation will encourage mass transit as a viable alternative to the private automobile. Bus benches and shelter, van and car pooling for large employers and coordination of planning efforts with regional and local transit companies is required. The plan proposes better pedestrian and bicycle amenities as well.

Design Concept Plan

Though not perceived by the public as the singular problem circulation is, architectural design impacts the physical development of the corridor.

The Foothill Boulevard Committee made three recommendations for improving the corridor's appearance:

- o Develop and adopt a comprehensive set of design guidelines, portraying specific design criteria in a simple graphic form. These criteria should be easily understood by the general public and easily interpreted by the City staff and decision makers.
- o Encourage innovative architecture; not discarding the Spanish design theme, but encouraging new approaches.
- o Encourage varying setbacks, massing and scale, while maintaining some common elements to create an interesting and yet cohesive corridor.

The purpose of these design guidelines is to ensure that high design standards are maintained in all construction along the corridor. The guidelines are intended to achieve the following objectives:

- o Implement the Foothill Boulevard Committee recommendations to improve the visual image and site functions.



SAMPLE DESIGN FOR SITE #5

- o Encourage innovation and creativity in design enhancing the corridor's image.
- o Ensure that all developments incorporate quality design in site planning and architecture.
- o Provide for open spaces and amenities to create a people- oriented environment.
- o Protect and enhance land and property values and investments.

The design concept for the Foothill Boulevard Specific Plan differs somewhat from the Spanish design theme adopted as part of the 1974 general plan. Those design standards focused on the use of specific components typifying Spanish design, rather than emphasizing overall design quality. Developments have since met the letter of the law, not its spirit, by incorporating "plant-on" Spanish design elements, such as mansard roofs.

The Foothill Boulevard Specific Plan design guidelines encourage interesting design with dynamic massing and people-oriented spaces. The design guidelines also focus on the users' needs, requiring building placement and amenities to create inviting, attractive spaces.

These design guidelines recognize the City's history, encouraging use of river rock, rough hewn wood and Spanish clay tile as building materials. Contemporary interpretations of historical designs, particularly those that perform well in commercial architecture, are encouraged.

Figure 4 shows how the design guidelines may be interpreted for one currently vacant site. The qualitative nature of the guidelines means there are many suitable design variations, rather than a single prescribed solution. This variety is encouraged to contribute to the diversity and vitality of the corridor.

Streetscape and Landscape Concept

The Foothill Boulevard Committee studied the existing landscaping along the corridor and made ten recommendations. These are summarized below:

- o Refurbish or replace river rock and effectively maintain landscaping in medians to enhance their appearance.
- o Use tensiometers to prevent overwatering and runoff damage. Include a drainage system for the medians.
- o Develop maintenance standards for public and private landscaping.
- o Develop a weed abatement program.

- o Develop a single streetscape plan, addressing landscaping, irrigation, hardscape and signs.
- o Provide for City entrance signs.
- o Improve parkways by planting seasonal color and trees with strong vertical forms, underground utilities and provide rest stops, bus stops, benches, and trash receptacles.

The streetscape and landscape guidelines strive to implement the Foothill Boulevard Committee's recommendations and to provide a consistent design concept. Though this plan encourages variety in site design, it encourages continuity throughout the corridor. The streetscape and landscape guidelines have the following objectives:

- o Implement the recommendations of the Foothill Boulevard Committee, improving existing public and private landscaping.
- o Create a unified, attractive and distinct image along Foothill Boulevard reflecting a single design concept based on the community's heritage and local building materials.
- o Provide specific guidelines and performance standards for Foothill Boulevard development within the 100' Foothill Boulevard right of way and on adjacent private property.
- o Visually emphasize the Foothill Center.
- o Promote innovative design on private property.
- o Implement the recommendations of the Entrance Sign Committee.

General and Special Regulations

The specific plan recognizes the need for new regulations based on existing planning trends and the importance of anticipating future development issues. Existing loading and screening requirements, service station standards, noise standards and regulations governing drive-through businesses are improved. New standards address temporary and outdoor sales, alcoholic beverage permits, recycling centers and signs.

Implementation Concept

Traditionally the City has relied on only four implementation devices. These are the capital improvement program, development review, signal reimbursement districts and a utility underground fund. This has resulted in the City taking a "reactive" position, imposing conditions on development or urging Caltrans to conform to City standards. Improved implementation recognizes that the City must take a proactive role.

The plan is divided into three areas of responsibility. The first area of responsibility is government agencies, Caltrans, City of La Verne and the La Verne Redevelopment Agency. Their capital improvement programs can accomplish much if correctly funded and implemented in a coordinated fashion.

Private participation, the second area, is required as a development condition. The concept proposes assessments to partially fund improvements. A Foothill Boulevard Merchants' Association, once formed, will sponsor joint center sales events, budget for promotions and develop advertising, giving regional recognition to the corridor's businesses.

Public and private participation, the third area, will help determine the success of the plan. Public and private partnerships will be used in design assistance, utility undergrounding and owner participation agreements. The specific plan branches out from four to fourteen implementation programs, providing the opportunity for community goals to reach fruition.

Chapter Three: Commercial Office District

Section 3.A Purpose

The commercial office (C-O) designation accommodates and facilitates the development of retail and/or office centers either singularly or as mixed uses. The zone applies along Foothill Boulevard, permitting a spectrum of general commercial and office uses.

Section 3.B Applicability

Any and all land, every building and premises erected, constructed, established, altered, enlarged, maintained or moved into or within the C-O district shall be used for or occupied exclusively and only in accordance with the provisions of the La Verne Municipal Code and this specific plan.

Section 3.C Permitted Uses

Any and every permitted use in the C-O district, excepting those incidental outdoor uses specified below, shall be conducted wholly within a fully enclosed building. The following uses are permitted in C-O areas, provided a precise plan is first approved by the city, and provided further, that no dwelling or other structure designed for or intended for residential use shall be converted or used for C-O purposes:

1. Apparel shops (new)
2. Appliance store (new)
3. Art and artist supply
4. Art galleries
5. Banks and other financial institutions
6. Bakery (retail)
7. Barbershop or beauty shop
8. Bird or pet shop
9. Book and/or stationery store

10. Business machine and computer store
11. Camera and photographic shops and studios
12. Candy stores and confectioners
13. China and glassware stores
14. Cigar stores and smoke shops
15. Department store
16. Drug store
17. Electronic stereo and video component sales and repair
18. Farmers or produce market with outdoor sales if incidental to indoor sales. Outdoor sales shall be conducted in arcades, courtyards or atriums and shall be designed and operated in accordance with county health regulations.
19. Furniture store (new)
20. Gift shop
21. Hardware store
22. Hobby shops and toy stores
23. Interior decorating shop
24. Jewelry stores
25. Leather goods and luggage stores
26. Medical or dental laboratories
27. Messenger service
28. Music instrument store
29. Notions store
30. Offices, business or professional
31. Optical and optometrical shops
32. Photocopy shops
33. Real estate offices

34. Record, tape and software stores
35. Restaurants and cafes enclosed and with outdoor seating and food service if incidental to an enclosed use (sale of alcoholic beverages or operation as a late night business subject to approval of a conditional use permit as set forth in this specific plan and as in Chapters 18.80 and 18.100 of the La Verne Municipal Code and Sections 6.G and 6.H of this specific plan).
36. Shoe store
37. Secretarial services
38. Sporting goods
39. Travel agencies
40. Professional office/retail mixed use centers
41. Other retail and office uses similar to and compatible with the uses listed in this section subject to the provisions of Section 5.G of this specific plan.
42. General retail businesses.

Section 3.D Conditional Uses

The following uses may be permitted in the C-O designation subject to the issuance of a conditional use permit in each case and in accordance with the procedures in this specific plan and in the La Verne Municipal Code:

1. Automotive sales, with incidental automotive service when located on the same parcel.
2. Private schools.
3. Community facilities, including, but not limited to child care, health care facilities, shelters for the homeless and congregate care facilities.
4. Automobile gasoline service station, designed in accordance with any applicable specific plan, and at a minimum:
 - (a) Orienting the pump islands to the rear of the site, placing the service station building between the street and the pump islands.
 - (b) Having driveways located no closer than 150 feet from curb return per street frontage.
5. Drive-through or drive-in businesses, including, but not limited to car washes, dairies, fast food restaurants and drive-through tellers.

6. Supermarket and convenience food sales.
7. Hotel or motel.
8. Privately owned or operated recreational facilities, including, but not limited to, the following: driving ranges, miniature golf courses, arcades, roller and ice skating rinks, sports and fitness clubs and gymnasiums.
9. Amusement devices and amusement arcades, subject to compliance with the provisions of Chapter 18.84 of the La Verne Municipal Code.
10. On-site and off-site sale of alcoholic beverages as regulated by this specific plan and Chapter 18.80 of the La Verne Municipal Code.
11. Late-night businesses, subject to compliance with the provisions of La Verne Municipal Code Chapter 18.100, including, but not limited to, convenience stores and restaurants.
12. A mixed use project including a noncommercial use, including but not limited to condominium or apartment housing, senior housing or community facilities. Such facilities shall be designed and constructed to be appropriate for their use, not retrofitting existing commercial or office facilities or facades.

Section 3.E Prohibited Uses

The following uses are prohibited in the C-O designation:

1. Automobile service centers, including but not limited to, tire, battery and accessory installation.

Section 3.F Classification of Use

Uses similar to those listed above shall be classified by the development review committee in a public administrative hearing upon written request, upon published and posted notice no less than ten days before the hearing, upon environmental review and upon payment of a fee as determined by City Council resolution, consistent with Section 5.G of this specific plan. The development review committee's written decision can be appealed to the Planning Commission within 10 calendar days. Appeals shall be filed in writing with the appropriate fee at the office of the City Clerk.

Section 3.G Minimum Lot Size

1. Width - Each lot or parcel of land in the C-O designation shall have a minimum width of 250 feet.
2. Depth - Each lot or parcel of land in the C-O designation shall have a minimum depth of 300 feet.
3. Area - Each lot or parcel of land in the C-O designation shall have a minimum area of 75,000 square feet.
4. Where an existing lot or parcel of record, redesignated to C-O, has less width, depth or area than required by this section at the time of adoption of this specific plan, the entire lot or parcel may be occupied by any use permitted in the C-O designation without regard to this section's minimum lot size requirements. Nothing in this section, however, shall be construed so as to permit expansion or enlargement of an activity without first securing appropriate City approvals as required by this specific plan and the La Verne Municipal Code.

Section 3.H Setbacks Generally

Building setbacks shall be measured perpendicularly from the property line. At least 20 feet of the required front and side setback areas along the property line must be landscaped. Architectural elements including, but not limited to, bay windows, chimneys, eaves, ground signs, garden walls no higher than 36", balconies, planters, plant shelves and non-structural canopies may project into the required setback area.

Section 3.I Front Setback

Buildings 15 feet high or less shall be set back at least 30 feet. Buildings over fifteen feet high but less than 30 feet high shall be set back at least 60 feet. Buildings 30 feet high or higher shall be set back at least 75 feet.

Section 3.J Side Setback

In cases where the side yard abuts any public street or residential zone, buildings 15 feet high or less shall be set back at least 30 feet, and buildings taller than 15 feet high shall be set back at least 50 feet. No side setback is required where commercial sites adjoin. Circulation is permitted within the setback. An ornamental masonry wall is required along the entire side lot line adjoining a residential zone.

Section 3.K Rear Setback

A 40 foot minimum rear yard setback area extending across the entire width of the rear yard is required where such rear yard abuts any residential zone. An ornamental masonry wall, not to exceed six feet in height, and a landscape buffer is required along the entire rear lot line except at access ways.

Section 3.L Building Height Limits

The maximum building height in the C-O designation shall not exceed three stories or 40 feet, excluding special architectural elements, such as bell towers, theme towers and parapets, which may extend to 50 feet upon development review committee approval of precise plan. Towers for mechanical equipment, elevators or cooling shall be subject to the 40 foot limit unless treated as an architectural element.

Section 3.M Building Coverage

Building coverage shall not exceed 50%. Building coverage includes, but is not limited to, building footprint, atriums, eaves projecting more than 24" from the wall plane, covered entries, building overhangs, breezeways and colonades.

Section 3.N Vehicular Openings

Vehicular access openings to any lot or parcel shall not be less than 200 feet apart measured from standard drive approach center to center. This standard shall not prevent a legally subdivided parcel from gaining legal access to the street, but shall encourage shared driveways and driveway consolidation.

Section 3.O Refuse Storage

Refuse area is required and shall be provided by way of standard refuse receptacles furnished by the city's refuse contractor. Any such receptacle shall be enclosed by a six foot masonry wall, except at the entrance where a durable, opaque, metal gate is required, matching the architectural treatment of the building. Such refuse areas should be located behind buildings and where any such refuse storage area is visible from any street or adjoining property, the storage area must be screened by a solid masonry wall and landscaping techniques.

Section 3.P Parking Requirements

Commercial and office developments in the C-O designation shall provide parking in accordance with the provisions of Chapter 18.76 of the La Verne Municipal Code and Section 5.S of this specific plan.

Section 3.Q Minimum Landscaping Standards

1. A minimum of 15% of the site must be landscaped.
2. Parking lot planter strips shall have a seven foot minimum clear width, including two two foot overhangs from adjacent parking stalls. See Figure LD-15.
3. Landscape buffer strips along property lines shall have a minimum seven foot interior width and shall serve to screen adjoining uses. Buffer strips shall include ground cover, shrubs and trees to create a dense screen while providing depth, texture and color variation.
4. Landscaping shall conform to this specific plan and to applicable street tree plans.
5. A minimum of one tree shall be planted within the parking lot for every four parking stalls, shading 50% of the parking area at 2:00 p.m. in ten years.
6. Landscaped berms and low walls shall provide a 36" high screen along street setbacks, minimizing the visual impact of parking lots.
7. Enriched accent paving, including, but not limited to, stamped concrete, cobblestones and road pavers shall be used in parking lots, drive aisles and pedestrian crossing areas.
8. When adjacent to a flood control channel, landscaping treatments shall line the channel and shall be enhance the channel's intersection with the street.

Section 3.R Loading Space

For loading space requirements, see Section 18.76.090 of the La Verne Municipal Code.

Section 3.S Utilities

All utilities shall be installed underground. Electrical vaults, meters and utility boxes and gas meters shall be screened by landscaping and located to minimize their visual impact.

Chapter Four: Study Site Uses and Development Standards

Section 4.A Site One

This site is located at the northeast corner of Base Line Road and Foothill Boulevard, the previous home of the Oasis drive-in restaurant. This triangular parcel is the western gateway to the city.

The land surrounding this three-parcel site is used for single-family residences to the north, condominiums to the southwest and a lumber store to the south. A freeway on-ramp is proposed on the east at Bunnelle Avenue. Storm drain problems exist immediately east of the site.

1. **Land Use/Concept Plan** - The land use concept takes advantage of the prime location at the Route 30 intersection. The concept also provides protection for the adjacent residential tract to the north. The primary use for this site is Visitor Commercial, supporting businesses such as hotels and restaurants, not including fast food.

The secondary use is Automotive Services, supporting businesses such as car washes and gasoline stations.

This site is located in the "transition zone" portion of the corridor's streetscape concept. See Sections 9.B.4 and 9.C.4 of this specific plan.

2. Development Criteria

- o The site's primary access shall be on Foothill Boulevard.
- o A landscaped buffer shall be located along the site's northern boundary. This is in excess of required landscape setbacks.
- o A single monument sign shall be allowed only on Foothill Boulevard because of the site's limited frontage.
- o The western-most area of the site shall be a landscaped entry statement, to which the developer may contribute in accordance with the specifications of this specific plan and city requirements. See Figures LG - 3 and LG - 4.
- o Landscape medians shall be installed on Base Line Road and Foothill Boulevard to the specifications of the State of California and City of La Verne.
- o Only a single access will be permitted on Base Line Road. Base Line Road shall be improved to the specifications of the State of California and City of La Verne.

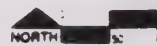


PRIMARY USE: VISITOR COMMERCIAL
SECONDARY USE: AUTOMOTIVE SERVICES

LEGEND

| | | | |
|--|-------------------------|--|-------------------------|
| | PRIMARY ACCESS | | SIGN |
| | SECONDARY ACCESS | | STREETSCAPE |
| | PARKING | | LANDSCAPE BUFFER |
| | BUILDING | | OPEN SPACE |

SITE 1



- o Although both parcels may be developed separately, concept plans shall be reviewed for both parcels to ensure that common access, site design, architecture and landscaping are compatible.

3. Site Development Standards

| | | | |
|----|----------------------------|-----------------|----------------|
| a. | Minimum lot size | 2.87 AC | |
| b. | Maximum building height | 25 ft. | |
| c. | Maximum theme tower height | 35 ft. | |
| d. | Maximum building coverage | 45% | |
| e. | Minimum site landscaping | 15% | |
| f. | Minimum setbacks | <u>Building</u> | <u>Parking</u> |
| | Foothill Bl. | 30 ft. | 20 ft. |
| | Base Line Rd. | 25 ft. | 15 ft. |
| | Route 30 R.O.W. | 20 ft. | 10 ft. |
| | Interior side | 10 ft. | 10 ft. |

4. Primary Use - Visitor Commercial

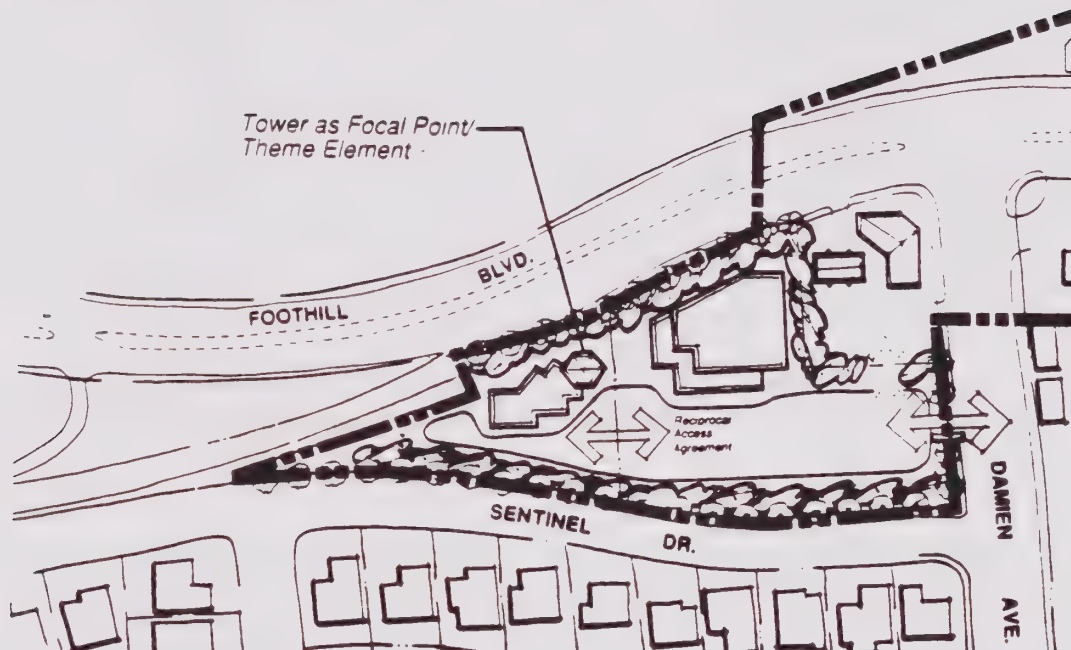
- a. Hotel or motel, operated in accordance with an approved conditional use permit
- b. Full-service restaurant. A conditional use permit is required if the restaurant is a late night business or if it serves alcoholic beverages.
- c. Private museum
- d. Art gallery
- e. Antique shops
- f. Bakeries (retail)
- g. Candy stores
- h. Florist shops
- i. Gift and greeting card shops
- j. Ice cream and frozen yogurt shops

5. Secondary Use - Automotive Services

- a.** Full-service car wash, operated in accordance with an approved conditional use permit
- b.** Full-service gasoline station, operated in accordance with an approved conditional use permit

6. Classification of Uses

Uses similar to those above shall be classified in accordance with Section 5.G of this specific plan.

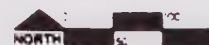


PRIMARY USE: OFFICE
SECONDARY USE: VISITOR COMMERCIAL

LEGEND

| | | | |
|--|------------------|--|------------------|
| | PRIMARY ACCESS | | SIGN |
| | SECONDARY ACCESS | | STREETSCAPE |
| | PARKING | | LANDSCAPE BUFFER |
| | BUILDING | | |

SITE 2



FOOTHILL BOULEVARD
SPECIFIC PLAN • CITY OF LA VERNE



Section 4.B Site Two

This site, located south of Foothill Boulevard, has access only to Damien Avenue. Grade difference and the freeway offramp prevent access to Foothill Boulevard. The two-parcel site is surrounded by Foothill Boulevard to the north, service stations and a mobile home park to the east and single family residences to the south.

1. Land Use/Concept Plan - The site's primary use is Office, well suited to the development of service businesses, such as attorneys, engineers, realtors and similar uses. The site is not large enough and has insufficient access and visibility to be properly developed with retail uses. Large setbacks and a landscaped buffer make the concept compatible with the adjoining residential area. This property is a major entry to the City and should have prominent theme elements. The secondary land use is Visitor Commercial.

This site is located in the "transition zone" portion of the corridor's streetscape concept. See Sections 9.B.4 and 9.C.4 of this specific plan.

2. Development Criteria

- o Access shall be from Damien Avenue and from the gas station to the north. Access from Sentinel Drive shall be strongly discouraged.
- o A landscaped buffer shall be incorporated along Foothill Boulevard, behind the service station, and along Sentinel Drive in conformance with Section 9.C.12 of this specific plan.
- o A theme tower and any second story must not adversely impact houses on Sentinel Drive.
- o Architectural treatment shall prevent any negative impacts resulting from building massing from affecting the neighboring single-family houses. Mitigations include, but are not limited to, roof pitch and orientation, window placement and balcony location, and location of second story and theme elements.

3. Site Development Standards

- | | |
|--------------------------------------|----------------|
| a. Minimum site size | 2.44 AC |
| b. Maximum building height | 30 ft. |
| c. Maximum theme tower height | 40 ft. |
| d. Maximum building coverage | 45% |
| e. Minimum site landscaping | 15% |

| | | |
|----------------------------|-----------------|----------------|
| f. Minimum setbacks | <u>Building</u> | <u>Parking</u> |
| Foothill | 30 ft. | 20 ft. |
| Damien | 30 ft. | 20 ft. |
| Sentinel | | |
| First Floor | 45 ft. | 20 ft. |
| Second Floor | 65 ft. | |
| Route 30 | 30 ft. | 10 ft. |
| Interior side | 15 ft. | 15 ft. |

4. Primary Use - Office

- a. Administrative, business and professional offices
- b. Banks and other financial institutions
- c. Business and office services
- d. Insurance agencies
- e. Interior decorating shops
- f. Medical and dental offices
- g. Messenger services
- h. Optical and optometrical shops
- i. Real estate offices
- j. Secretarial services
- k. Travel agencies

5. Secondary Use - Visitor Commercial

- a. Full-service restaurant. A conditional use permit is required if the restaurant is a late night business or if it serves alcoholic beverages
- b. Garden center. A conditional use permit is required if the garden center expands.

6. Classification of Uses

Uses similar to those listed above shall be classified in accordance with Section 5.G of this specific plan.

Section 4.C Site Three

This site is located on the north side of Foothill Boulevard and will offer good freeway visibility. It is surrounded by the freeway right of way to the north; a shopping center to the east, a mobile home park to the south and an office center to the west.

1. **Land Use/Concept Plan-** The primary use for this site is Automotive Sales, intended for new vehicle sales, with used vehicles permitted only as an accessory use. The concept takes advantage of the site's visibility from Foothill Boulevard and the proposed Route 30 Freeway. The concept provides landscaping and a city entry sign. Buildings will fully enclose all repair operations and be located more than 100 feet from any residential district.

The secondary use is Visitor Commercial, permitting a hotel, restaurant or convention facilities.

This site is located in the "transition zone" portion of the corridor's streetscape concept. See Sections 9.B.4 and 9.C.4 of this specific plan.

2. Development Criteria

- o One major access shall be placed at Moreno Avenue, and it will be signaled if it meets warrants.
- o One secondary access shall be placed on the eastern property line to be shared with the shopping center.
- o A 20' minimum landscaped strip with uplit auto display pads shall line Foothill Boulevard frontage, per item 3.e below.
- o A landscaped buffer shall be located along the east and west boundaries in conformance with Section 9.C.12 of this specific plan.
- o Service bays shall be enclosed in a building and not visible from Foothill Boulevard.
- o Oak trees shall be preserved on site.
- o The developer shall be strongly encouraged to participate in the entry monument sign. See Figure LG-4 and Sections 9.B.1 and 9.C.2 of this specific plan.
- o Development shall treat the side facing the Route 30 right of way as frontage as well, providing full landscaping and full architectural articulation.

3. Site Development Standards

- | | |
|----------------------------|-------------|
| a. Minimum lot size | 3 AC |
|----------------------------|-------------|

| | | | |
|----|----------------------------|-----------------|----------------|
| b. | Maximum building height | 35 ft. | |
| c. | Maximum theme tower height | 45 ft. | |
| d. | Maximum building coverage | 45% | |
| e. | Minimum site landscaping | 20% | |
| f. | Minimum setbacks | <u>Building</u> | <u>Parking</u> |
| | Foothill | 45 ft. | 20 ft. |
| | Route 30 | 45 ft. | 15. ft. |
| | Interior side | 15 ft. | 15 ft. |

4. Primary Use - Automotive Sales

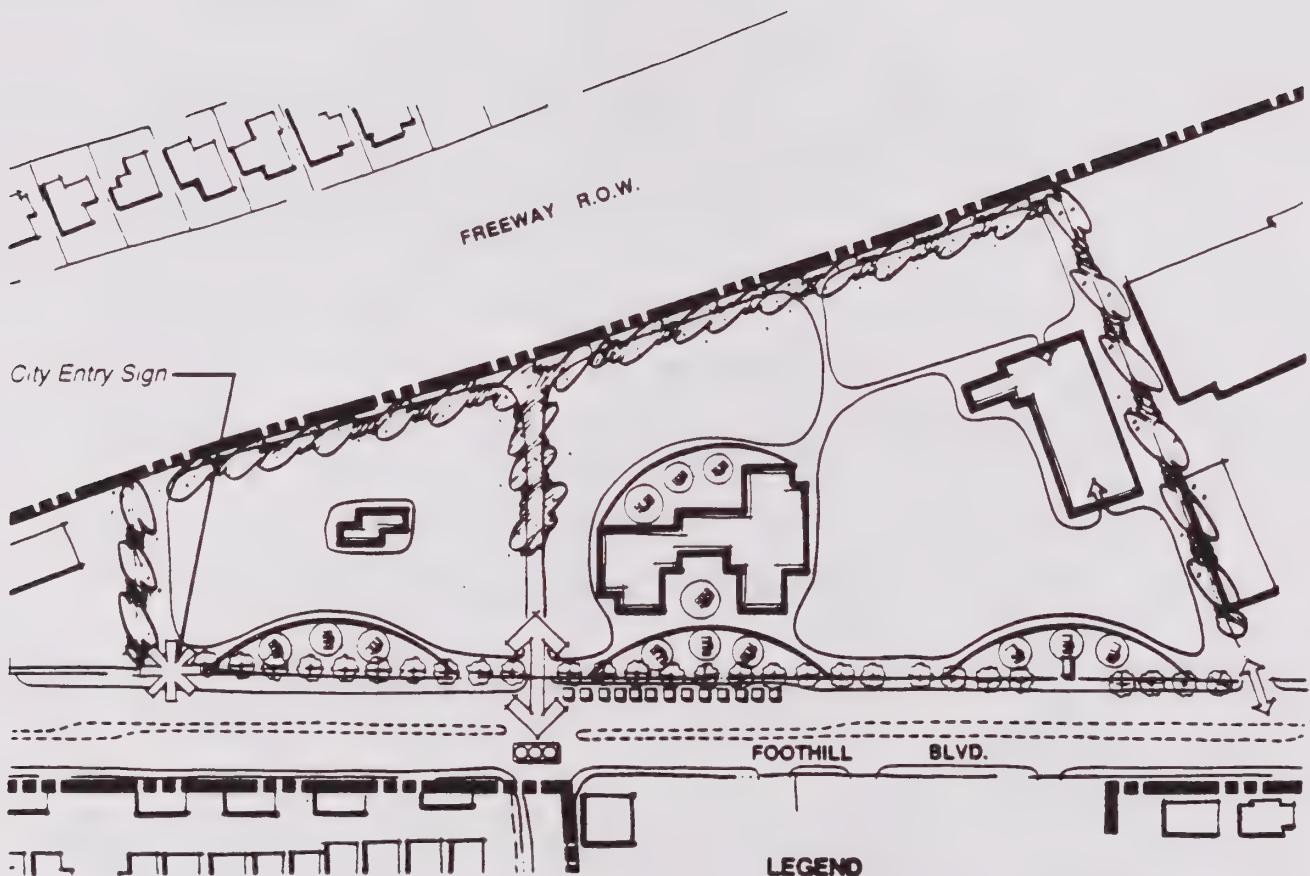
- a. Automobile dealership, including new and used car sales, off-road and recreational vehicle sales and ancillary services

5. Secondary Use - Visitor Commercial

- a. Hotel or motel, operated in accordance with an approved conditional use permit
- b. Full-service restaurant. A conditional use permit is required if the restaurant is a late night business or if it serves alcoholic beverages
- c. Convention facilities. A conditional use permit is required if the facility is a late night business or if it serves alcoholic beverages
- d. Antique shops
- e. Art gallery
- f. Bakeries (retail)
- g. Candy stores
- h. Florist shops
- i. Gift and greeting card shops
- j. Ice cream and frozen yogurt shops

6. Classification of Uses

Uses similar to those listed shall be classified in accordance with Section 5.G of this specific plan.



PRIMARY USE: AUTOMOTIVE SALES
SECONDARY USE: VISITOR COMMERCIAL

LEGEND



PRIMARY ACCESS



SECONDARY ACCESS



SALES AREA



BUILDING



SIGN



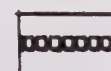
STREETSCAPE



LANDSCAPE BUFFER



PROPOSED SIGNALIZED INTERSECTION



DECELERATION LANE

SITE 3



Section 4.D Site Four

This 17.19 acre site, located to the south of Foothill Boulevard, is the largest of the corridor, providing opportunities for entertainment commercial development. The site lies four to five feet below Foothill Boulevard's grade and is surrounded by commercial centers to the north and east, apartments to the east, multi-family residences to the south and the Emerald wash and single-family residences to the west.

1. **Land Use/Concept Plan** - The site's size, its configuration and its location in the Foothill Center make it good for a large, intense commercial development not needing much frontage. Access from Foothill Boulevard is limited to the intersection at Emerald Avenue.

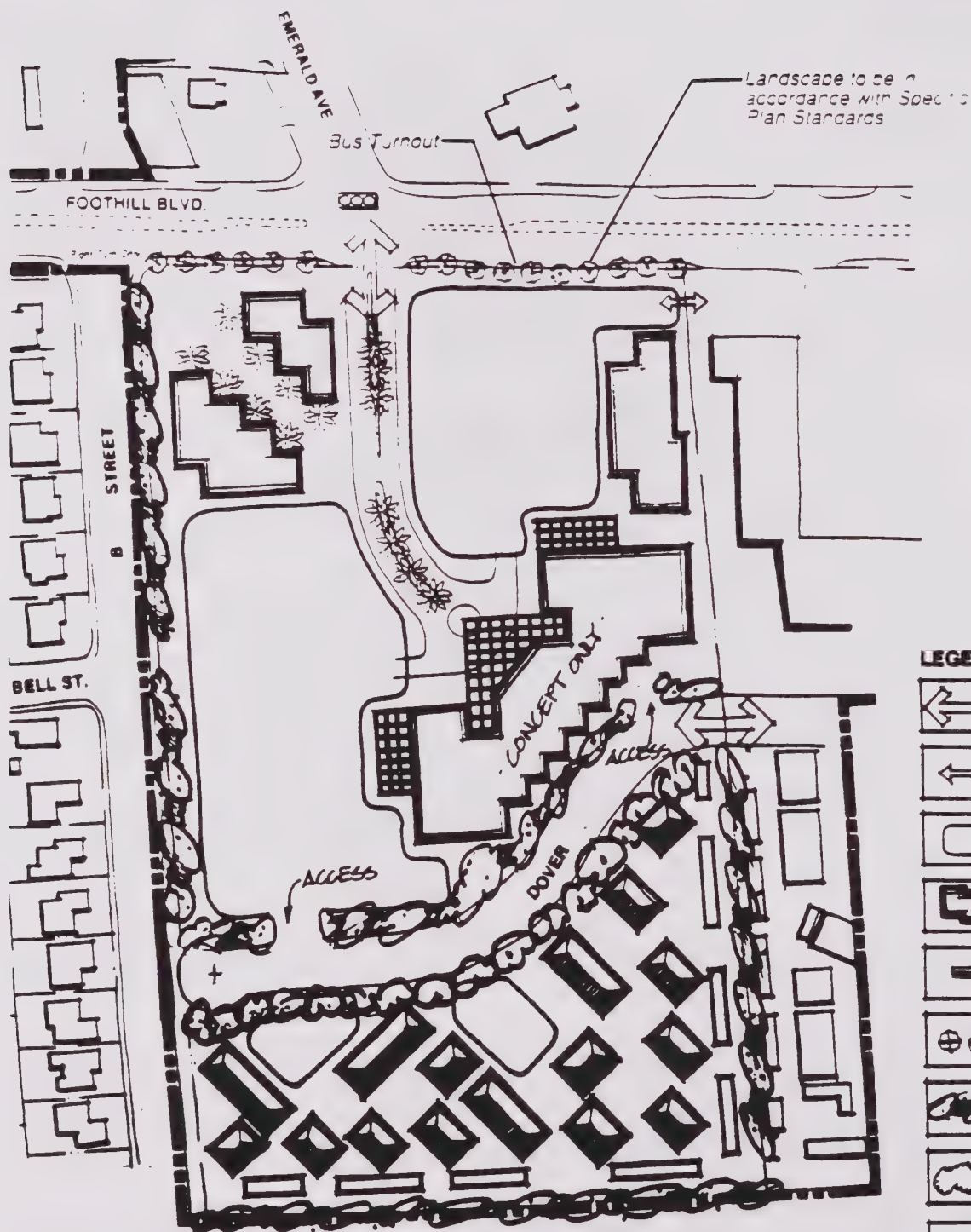
The proposed use for the northern two-thirds of the site is Entertainment Commercial, allowing theaters, a bowling alley, a health and fitness club or a skating rink. This type of use is fairly intense, and, because of its magnetism, requires relatively little Foothill Boulevard frontage to succeed. A use this intense will help to define the Foothill Center.

Condominium housing is proposed for the southern third of the site, south of the extended Dover Avenue. Because of its distance from Foothill Boulevard and its depth into a residential district, this portion of the site would not be suitable for commercial development. This proposal will address current needs for attached housing and will provide a large density bonus to encourage senior and/or affordable housing.

The site is located in the "Foothill Center" portion of the corridor's streetscape concept. See Sections 9.B.5 9.C.5 of this specific plan.

2. Development Criteria

- One major access point shall be allowed at Foothill Boulevard and Emerald Avenue, designed as a two lane inbound, three land outbound driveway.
- A 15" landscaped strip shall be required along "B" Street east of the wash, designed to completely screen the commercial complex from the single-family residences to the west. The strip shall include a 3' high wall with varied plane, thick evergreen shrubs and mix a 20' to 30' tall evergreen and flowering trees.
- The south property line and the east property line south of Dover Avenue shall have a landscaped buffer strip in conformance with Section 9.C.12 of this specific plan.
- A reciprocal access agreement with the commercial center to the east shall be required.
- Landscaped pedestrian walkways along the site's eastern property line shall tie the entertainment commercial development and the housing complex to the Foothill Boulevard sidewalk.



PRIMARY USE: SENIOR HOUSING/ENTERTAINMENT

LEGEND



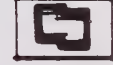
PRIMARY ACCESS



SECONDARY ACCESS



PARKING



BUILDING



SIGN



STREETSCAPE



LANDSCAPE BUFFER



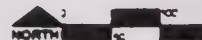
OPEN SPACE



PROPOSED SIGNALIZED INTERSECTION

REVISED 10-92
ORD 344

SITE 4



- Existing oak trees shall be retained on site in accordance with the La Verne Municipal Code.
- Dover shall not be extended to link with "B" Street, and shall terminate in a cul-de-sac east of the flood control channel. Dover shall be aligned to divide the site so that approximately two-thirds of it is north of Dover and one-third on the south side.
- At least a 100' landscaped buffer shall be provided to separate the entertainment commercial buildings from the senior housing development. This buffer may include the extended Dover Avenue and landscaped parkways, with a thicker treatment on the south side. Landscaping shall include low walls, berms, thick evergreen shrubs and a mix of evergreen and flowering trees.
- Building elevations along Dover Avenue shall have full architectural treatment.
- Parking for the entertainment commercial complex and for the housing project shall conform to Section 5.S of this specific plan.
- A bus turnout shall be provided on the east portion of the site along Foothill Boulevard
- Signs shall conform to Section 5.T of this specific plan.
- A theater complex shall have at least one theater with a 10' deep usable stage, facilitating use for seminars, presentations or special events.
- If a senior housing complex is proposed, it shall be designed by an experienced senior housing consultant, familiar with senior needs.
- A senior housing project shall include amenities consistent with senior needs. This includes a spa and pool, a recreation center, picnic tables and an on-site jitney or mini-bus stop with information kiosk and schedules.
- Unless otherwise specified, PR8A zone development standards shall apply to the housing portion of the site, with PR15A standards applying if developed as senior housing. Maximum density for senior housing shall be 25 du/ac.

3. Site Development Standards - Entertainment Commercial

- | | | |
|----|---------------------------|--------|
| a. | Minimum lot size | 10 AC |
| b. | Maximum height | |
| | Buildings | 40 Ft. |
| | Marquee Sign | 45 ft. |
| c. | Maximum building coverage | 45% |

- | | | | |
|----|--------------------------|-----|--|
| d. | Minimum site landscaping | 20% | |
|----|--------------------------|-----|--|
-
- | | | | |
|----|-------------------|-----------------|----------------|
| e. | Minimum Setbacks | <u>Building</u> | <u>Parking</u> |
| | Foothill Bl. | 30 ft. | 30 ft. |
| | Emerald Wash | | |
| | First Floor | 25 ft. | 15 ft. |
| | Second Floor | 45 ft. | |
| | Dover Avenue | | |
| | First floor | 30 ft. | 20 ft. |
| | Second floor | 45 ft. | |
| | Interior lot line | | |
| | First floor | 25 ft. | 0 ft. |
| | Second floor | 35 ft. | |
-
4. **Site Development Standards - Senior Housing**
- | | | |
|----|---------------------------|----------------------------------|
| a. | Minimum lot size | 4.5 AC |
| b. | Maximum height | 35 ft. |
| c. | Maximum density | 25 du/AC including density bonus |
| d. | Maximum building coverage | 40% |
| e. | Minimum common open space | 30% |
-
- | | | | |
|----|-----------------------------|-----------------|----------------|
| f. | Minimum setbacks | <u>Building</u> | <u>Parking</u> |
| | Dover Avenue | | |
| | First floor | 20 ft. | 20 ft. |
| | Second floor | 40 ft. | |
| | Emerald Wash | | |
| | First floor | 25 ft. | 10 ft. |
| | Second floor | 30 ft. | |
| | Rear and interior lot lines | | |
| | First floor | 10 ft. | 10 ft. |
| | Second floor | 20 ft. | |
-
5. **Uses - Entertainment Commercial**
- | | |
|----|------------------------------------|
| a. | Candy stores and confectioners |
| b. | Delicatessens |
| c. | Ice cream and frozen yogurt stores |
| d. | Record, tape and software stores |

- e. Sporting goods
- f. Video rental outlets
- g. Bowling Alley. A conditional use permit is required if the alley is a late night business or if it serves alcoholic beverages
- h. Cafe
- i. Health, fitness or sports club. A conditional use permit is required if the club is a late night business or if it serves alcoholic beverages.
- j. Movie theaters. A conditional use permit is required if the theater is a late night business or if it serves alcoholic beverages.
- k. Full-service restaurants. A conditional use permit is required if the restaurant is a late night business or if it serves alcohol.
- l. General retail uses if included in an entertainment commercial complex.

6. Uses - Residential (PR8A)

- a. Multi-family dwellings and ancillary facilities
- b. Senior housing, when operated in accordance with an approved conditional use permit
- c. State-licensed child, adult or senior day care. A conditional use permit is required if there are more than six enrolees.

7. Classification of Uses

Uses similar to those listed shall be classified in accordance with Section 5.G of this specific plan.

Section 4.E Site Five

This 6.35 acre site is located at the northwest corner of Fruit Street and Foothill Boulevard and is composed of three separate parcels. Foothill Boulevard frontage is small. Surrounding land uses are a mobile home park to the north, a shopping center east across Fruit Street, a nursery to the south across Foothill Boulevard and a shopping center on the west. A fast-food restaurant lies on Foothill Boulevard adjacent to the site, occupying the corner lot. Two small office buildings are located in front of the site and to the west.

1. Land Use/Concept Plan - The land use concept capitalizes on the site's key location in the Foothill Center. The future Route 30 offramps on Fruit Street make Fruit Street frontage visible and valuable, well suited to office and commercial uses.

The primary use is Specialty Commercial, intending specialty clothing, books and sporting goods sales.

The secondary use is office. The garden office concept provides buildings of interesting massing and scale, with a theme tower as a focal point. The garden office concept buffers the mobile home park to the north.

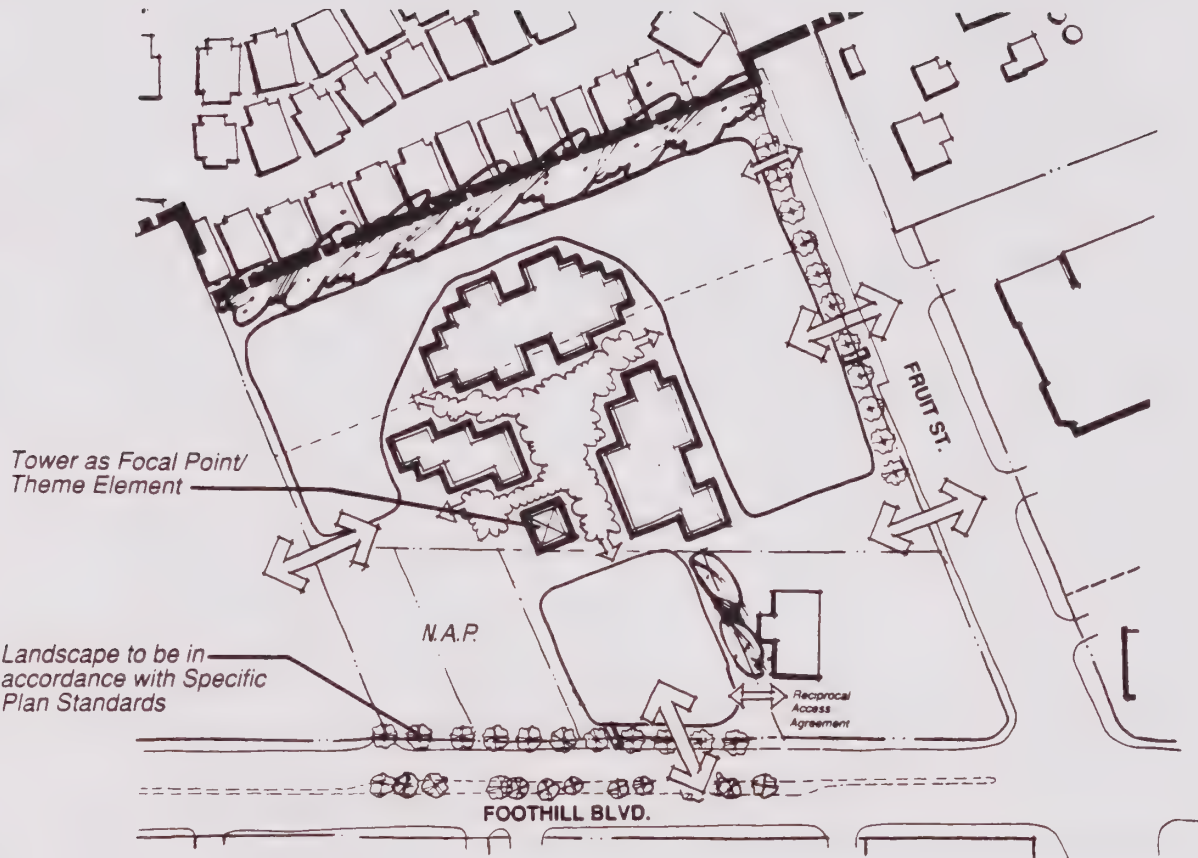
This site is located in both the "transition zone" (Fruit St.) and the "Foothill Center" portions of the corridor's streetscape concept. See Sections 9.B.4, 9.B.5, 9.C.4 and 9.C.5.

2. Development Criteria

- o Primary access from Fruit Street shall be directly across from the access to the shopping center to the east. Secondary access shall be shared with the fast-food restaurant.
- o Reciprocal access shall be provided with the adjacent shopping center, north of Building "C" as shown in the conceptual site plan.
- o A landscaped open-space court area shall be incorporated into the design of the development.
- o A theme element shall be designed into the center as a focal point.
- o The mobile home park shall be protected from effects of light and glare, noise and overlooking of residential property.

3. Site Development Standards

- | | |
|---------------------|---------|
| a. Minimum lot size | 6.35 AC |
| b. Maximum height | |
| Within 100 feet of | 15 ft. |
| Mobile Home Park | |
| Maximum building | 30 ft. |
| Theme tower | 40 ft. |



PRIMARY USE: SPECIALTY COMMERCIAL
SECONDARY USE: OFFICE

LEGEND

| | | | |
|--|-------------------------|--|-------------------------|
| | PRIMARY ACCESS | | SIGN |
| | SECONDARY ACCESS | | STREETSCAPE |
| | PARKING | | LANDSCAPE BUFFER |
| | BUILDING | | OPEN SPACE |

SITE 5



| | | | |
|----|---------------------------|-----------------|----------------|
| c. | Maximum building coverage | 40% | |
| d. | Minimum site landscaping | 20% | |
| e. | Minimum setbacks | <u>Building</u> | <u>Parking</u> |
| | Foothill | 140 ft. | 30 ft. |
| | Fruit | 120 ft. | 20 ft. |
| | Interior side | 120 ft. | 5 ft. |
| | Interior front | 30 ft. | 30 ft. |
| | Rear | 60 ft. | 15 ft. |

4. Primary Use - Specialty Commercial

- a. Apparel shops
- b. Art and artist supply
- c. Art galleries
- d. Book stores
- e. Camera and photographic shops and studios
- f. Candy stores and confectioners
- g. China and glassware stores
- h. Cigar stores and smoke shops
- i. Electronic stereo and video component sales and repairs
- j. Hobby shops and toy stores
- k. Jewelry stores
- l. Leather goods and luggage stores
- m. Music instrument stores
- n. Business machine and computer stores
- o. Pet shops
- p. Photocopy shops
- q. Record, tape or software stores
- r. Sporting goods (backpacking, skiing, bicycling, tennis, etc)

- s. Specialty food stores
- t. Stationery stores
- u. Private schools, operated in accordance with an approved conditional use permit
- v. Full-service restaurants. A conditional use permit is required if the restaurant is a late night business or if it serves alcoholic beverages.

5. Secondary Use - Office

- a. Administrative, business and professional offices
- b. Banks and other financial institutions
- c. Business and office services
- d. Insurance agencies
- e. Interior decorating shops
- f. Medical and dental offices
- g. Messenger services
- h. Optical and optometrical shops
- i. Real estate offices
- j. Secretarial services
- k. Travel agencies
- l. Urgent care clinics, when operated in accordance with an approved conditional use permit
- m. Hotel, when operated in accordance with an approved conditional use permit

6. Classification of Uses

Uses similar to those listed shall be classified in accordance with Section 5.G of this specific plan.

Section 4.F Site Six

Located at the southwest corner of Fruit Street and Foothill Boulevard, this 7.35 acre site houses a nursery. The site is surrounded by the fast-food restaurant and Site Five to the north, a large shopping center to the east, Las Flores park and the high school to the south, and the civic center and an office building to the west.

1. **Land Use/Concept Plan** - The concept plan concentrates commercial uses along Foothill Boulevard and White Avenue, while a garden office complex is located internal to the site. The site is an important pedestrian link between Bonita High School, the civic center, Las Flores park and the Towne Center, and should be designed as an extension of the civic center complex. Pedestrian traffic makes the first floor suitable for commercial, while the second floor shall be reserved for offices. The primary use is for Commercial-Office mixed use development. However, the site can also support a single major tenant if one is proposed.

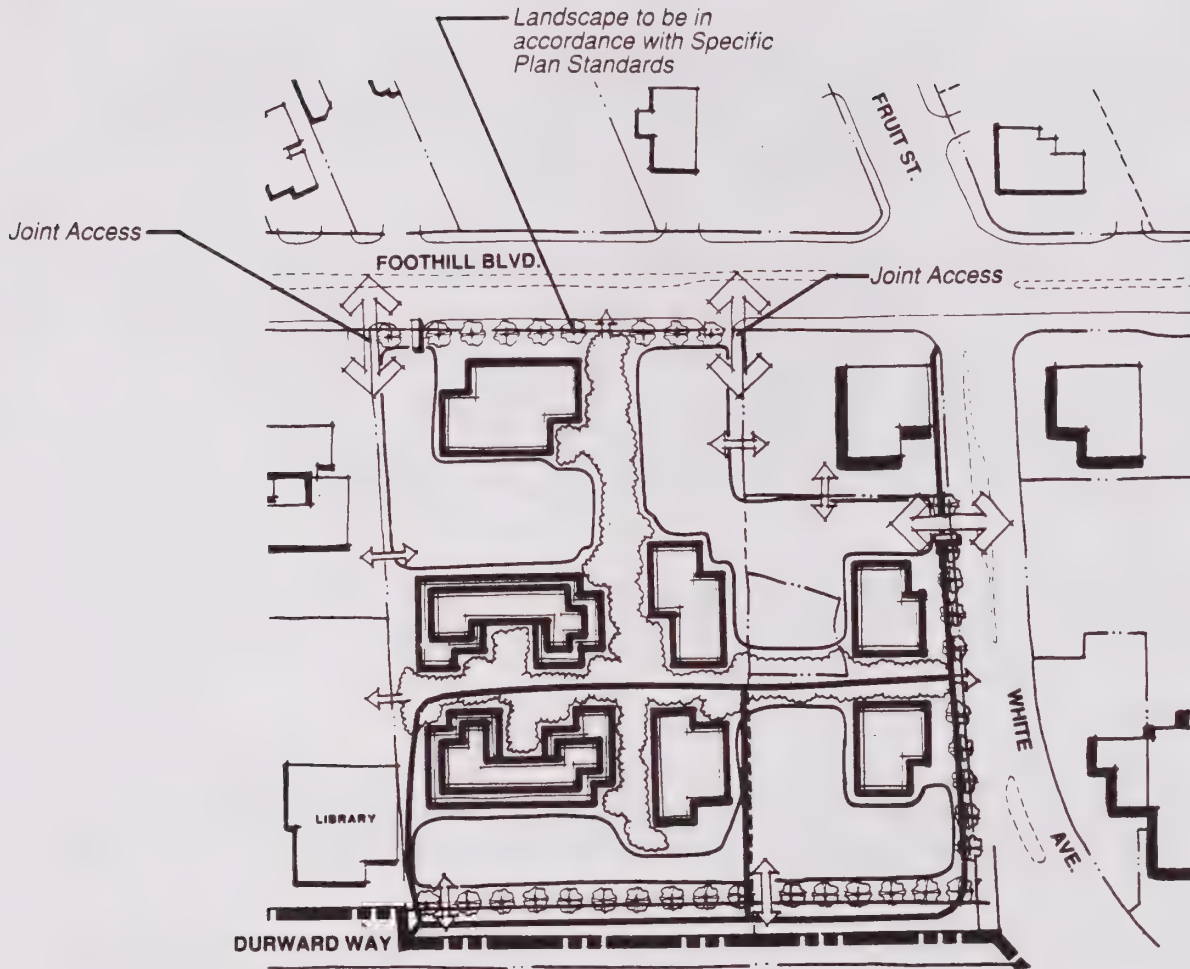
This site is located in both the "transition zone" (White Ave.) and "Foothill Center" (Foothill Bl.) portions of the corridor's streetscape concept. See Sections 9.B.4, 9.B.5, 9.C.4 and 9.C.5.

2. Development Criteria

- o Foothill Boulevard access shall be limited to two joint driveways. The western driveway shall be shared with the existing office complex, while the eastern driveway shall be shared with the existing retail building.
- o One access shall be provided on White Avenue, and shall be designed to avoid conflicts with the existing driveways.
- o Interparcel access shall be provided with the office building to the west and the commercial building to the east.
- o Two secondary access points may be provided on Durward Way.
- o If developed as a mixed-use center, retail shall be concentrated in the buildings adjacent to Foothill Boulevard and White Avenue. Retail uses will be permitted in the garden-office complex on the first floor. The second floor shall be limited to office uses.
- o If developed as a mixed-use center, the two story garden office complex shall be located to the interior and rear portions of the site.
- o The site's development will include the landlocked City-owned parcel located within.

3. Site Development Standards

- a. Minimum lot size** 7.10 AC



PRIMARY USE: COMMERCIAL OFFICE

LEGEND

| | | | |
|--|------------------|--|--------------------------------|
| | PRIMARY ACCESS | | SIGN |
| | SECONDARY ACCESS | | STREETSCAPE |
| | PARKING | | OPEN SPACE |
| | BUILDING | | PEDESTRIAN/ STUDENT TRAFFIC |



SITE 6

| | | | |
|----|---------------------------|-----------------|----------------|
| b. | Maximum height | | |
| | Single story commercial | 20 ft. | |
| | Garden office | 35 ft. | |
| c. | Maximum building coverage | 45% | |
| d. | Minimum site landscaping | 15% | |
| e. | Minimum setbacks | <u>Building</u> | <u>Parking</u> |
| | Foothill | 30 ft. | 30 ft. |
| | White | 30 ft. | 20 ft. |
| | Durward | 100 ft. | 15 ft. |
| | Interior side | | |
| | First floor | 15 ft. | 10 ft. |
| | Second floor | 25 ft. | |

4. Uses - Commercial-Office

- a. Apparel shops
- b. Art and artist supply
- c. Art galleries
- d. Book stores
- e. Camera and photographic shops and studios
- f. Candy stores and confectioners
- g. China and glassware stores
- h. Cigar stores and smoke shops
- i. Electronic stereo and video component sales and repair
- j. Hobby shops and toy stores
- k. Jewelry stores
- l. Leather goods and luggage stores
- m. Music instrument stores
- n. Business machine and computer stores
- o. Pet shops

- p. Photocopy shops
- q. Record, tape and software stores
- r. Specialty sporting goods (backpacking, skiing, bicycling, tennis, etc)
- s. Specialty food stores
- t. Stationery stores
- u. Restaurant, operated in accordance with an approved conditional use permit
- v. Administrative, Business and professional offices
- w. Banks and other financial institutions
- x. Business and office services
- y. Insurance agencies
- z. Interior decorating shops
- aa. Medical and dental offices
- bb. Messenger services
- cc. Optical and optometrical shops
- dd. Real estate offices
- ee. Secretarial services
- ff. Travel agencies
- gg. Private schools, operated in accordance with an approved conditional use permit

6. Classification of Uses

Uses similar to those listed shall be classified in accordance with Section 5.G of this specific plan.

Section 4.G Site Seven

This 12 acre site is located on White Avenue south of Towne Center. Because it provided fill for Towne Center, the build of the site is below the grade on White Avenue. Surrounding uses include a large shopping center to the north, condominium an single family residences to the east, apartments and Las Flores park to the south and a flood control channel and the high school to the west.

1. Land Use/Concept Plan. - Located off Foothill Boulevard, the site will have no Foothill visibility. White Avenue will become a major north-south artery when the freeway develops. Any development must fill the site to bring peripheral building pads and driveway ramps to street grade.

The primary uses are commercial office and residential, allowing the U. S. Post Office on the western six acres and planned residential development (10-12 du/ac) on the eastern six acres. Development shall be designed to be compatible with the residential uses to the south.

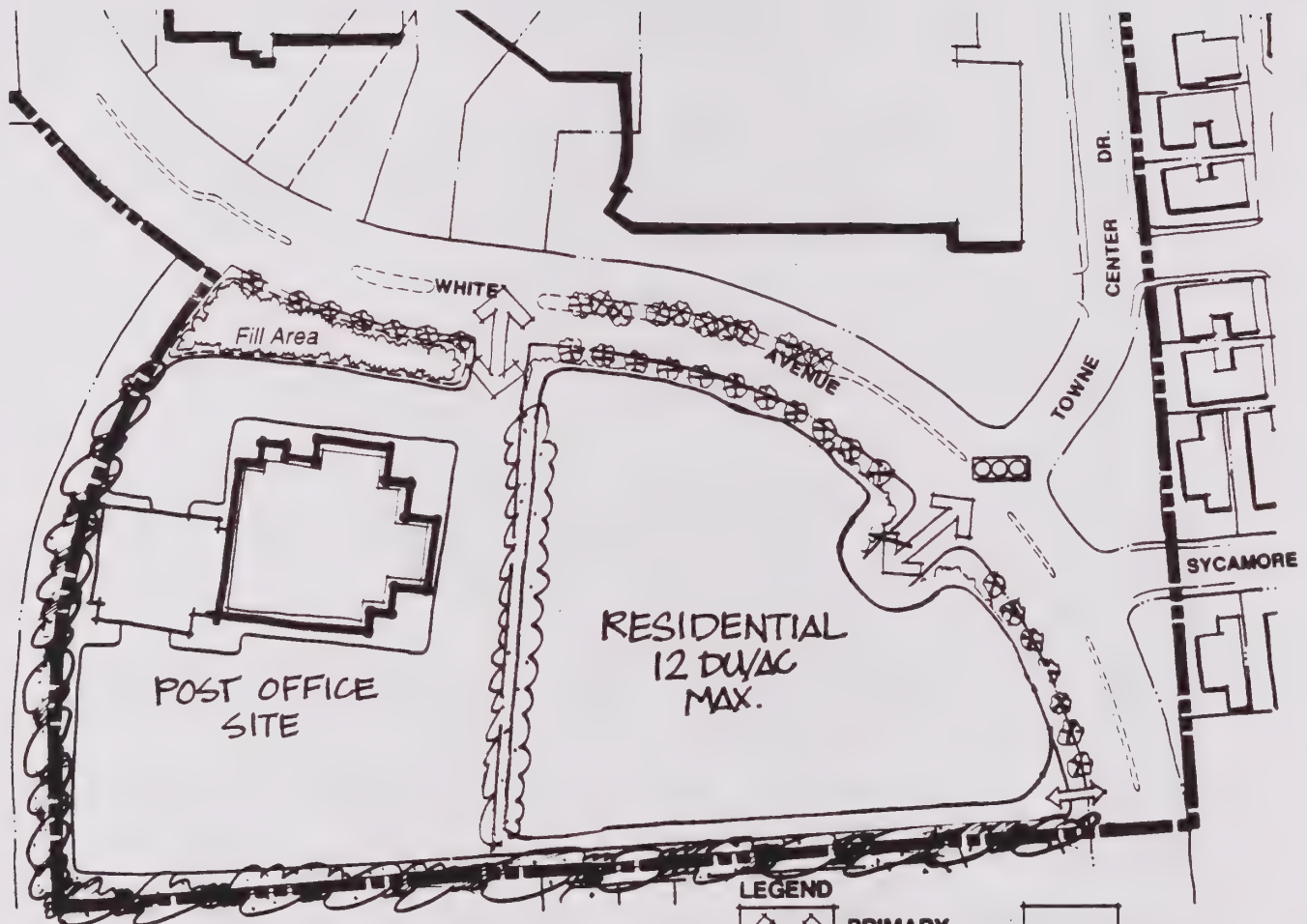
Though the U. S. Postal Service is exempt from City permit requirements, they have indicated their willingness to comply with City development standards. This also includes designing buildings to meet the guidelines of this specific plan, landscaping fill areas and participating in necessary public improvement.

The post office may develop before the remainder of the site. The traffic signal at Towne Center Drive shall be installed and a landscaped access route shall be provided when the post office is built.

The secondary use is residential, allowing the condominium development. This site is located in the "transition zone" portion of the corridor's streetscape concept.

2. Development Criteria

- Two major access points shall be located on White Avenue, one signalized at the intersection with Towne Center Drive.
- The traffic signal and a landscaped entry and access shall be installed upon the post office's development.
- One secondary access shall be allowed on White Avenue.
- No access shall be permitted to the residential street along the south property boundary.
- A landscaped buffer, conforming the standards of Section 9.C.12, shall be required along the south boundary and between the post office and any residential development.
- Street trees shall be provided along White Avenue in accordance with general plan standards.



PRIMARY USE: COMMERCIAL/OFFICE
SECONDARY USE: ENTERTAINMENT
COMMERCIAL

LEGEND



PRIMARY
ACCESS



SECONDARY
ACCESS



PARKING



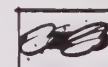
BUILDING



SIGN



STREETSCAPE



LANDSCAPE
BUFFER



PROPOSED SIGNALIZED
INTERSECTION

AMENDED BY ORD. 844 (10-92)



SITE 7

- Site fill will be minimized, bringing only peripheral building pads and driveways to street grade.
- No fill, other than that required for site drainage, shall be permitted along the southern property line.
- Post Office vehicle storage shall be located on the southwest portion of the site.
- The mailbox "snorkel" land shall have adequate queueing distance for eight cars without encroaching into drive aisles.
- Pedestrian access to Las Flores Park shall be considered at the time of development and reviewed by the La Verne police department.

3. Site Development Standards

| | | | |
|----|---------------------------|-----------------|----------------|
| a. | Minimum lot size | 6 AC | |
| b. | Maximum height | | |
| | Residences within 100' | 25 ft. | |
| | Elsewhere | 35 ft. | |
| | Theme tower | 40 ft. | |
| c. | Maximum building coverage | 45% | |
| d. | Minimum site landscaping | 20% | |
| e. | Minimum setbacks | <u>Building</u> | <u>Parking</u> |
| | White Ave. | 30 ft. | 20 ft. |
| | Interior side | | |
| | First floor | 20 ft. | 20 ft. |
| | Second floor | 30 ft. | |
| | Theme tower | 100 ft. | |

4. Primary Use - Commercial Office

- a. Apparel shops
- b. Art and artist supply
- c. Art galleries
- d. Book stores
- e. Camera and photographic shops and studios
- f. Candy stores and confectioners

- g. China and glassware stores
- h. Cigar stores and smoke shops
- i. Electronic stereo and video component sales and repair
- j. Hobby shops and toy stores
- k. Jewelry stores
- l. Leather goods and luggage stores
- m. Music instrument stores
- n. Business machine and computer stores
- o. Pet shops
- p. Photocopy shops
- q. Record stores
- r. Sporting goods (backpacking, skiing, bicycling, tennis, etc)
- s. Specialty food stores
- t. Stationery stores
- u. Full-service restaurant. A conditional use permit is required if the restaurant is a late night business or if it serves alcohol.
- v. Administrative, Business and professional offices
- w. Banks and other financial institutions
- x. Business and office services
- y. Insurance agencies
- z. Interior decorating shops
- aa. Medical and dental offices
- bb. Messenger services
- cc. Optical and optometrical shops
- dd. Real estate offices
- ee. Secretarial services
- ff. Travel agencies

gg. Private schools, operated in accordance with an approved conditional use permit

5. Secondary Use - Entertainment Commercial

a. Candy stores and confectioners

b. Delicatessens

c. Ice cream and frozen yogurt stores

d. Record, tape or software stores

e. Specialty sporting goods

f. Video rental outlets

g. Movie theatre when operated in accordance with an approved conditional use permit

h. Health, fitness or sports clubs when operated in accordance with an approved conditional use permit

6. Classification of Uses

Uses similar to those listed shall be classified in accordance with Section 5.G of this specific plan.

Section 4.H Site Eight

This 3.3 acre site, composed of two vacant properties, lies on the south side of Foothill Boulevard between Towne Center Drive and the eastern city limits. Surrounding uses include a mobile home park to the north, apartments to the east and south and commercial uses to the west.

1. Land Use Concept - This site is at the City's eastern limits, providing an entry statement. Foothill Boulevard visibility is excellent, but access is limited. Developed commercial properties along Towne Center Drive keep it from having direct access to the side street.

The primary use is Specialty Commercial, allowing for two restaurants or hotel/motel development.

The secondary use for the site is Office, reflecting the City's need for offices and a less intense use abutting the nearby residences.

This site is located in the "transition zone" portion of the corridor's streetscape concept. See Sections 9.B.4 and 9.C.4 of this specific plan.

2. Development Criteria

- o One primary access with a deceleration lane shall be provided on Foothill Boulevard.
- o One secondary access shall be located on the far western part of the alley located to the south.
- o A landscape buffer, conforming to section 9.C.12, shall be provided along the west, east and south property lines.
- o The second story of a two story office structure shall step back from the first story along Foothill Boulevard.
- o The developer shall be encouraged to place an entry sign within the front landscape setback.

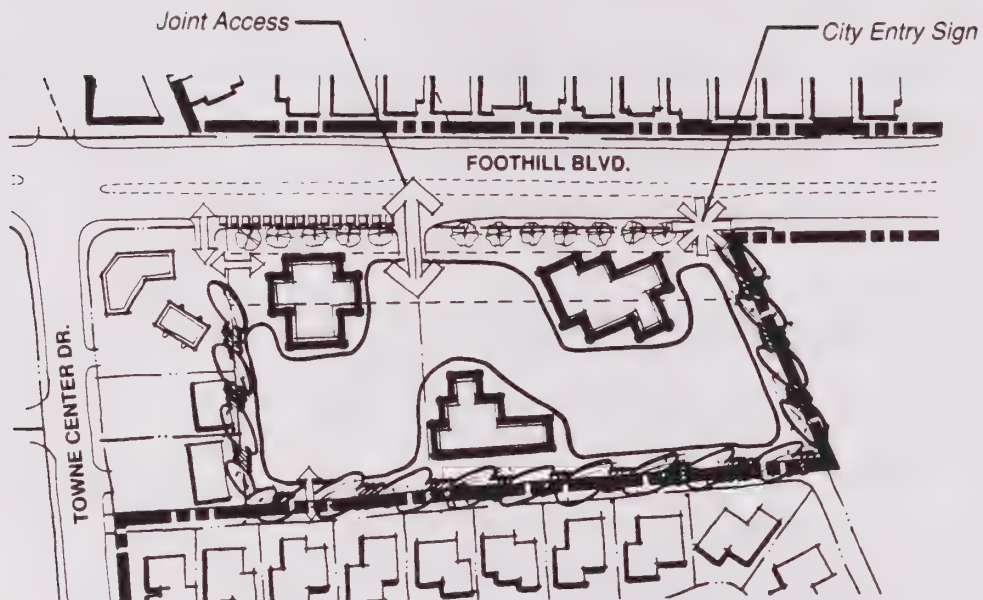
3. Site Development Standards

- | | | |
|----|---------------------------|--------|
| a. | Minimum lot size | 1.5 AC |
| b. | Maximum height | |
| | Within 100' of alley | 25 ft. |
| | Elsewhere | 35 ft. |
| | Theme tower | 40 ft. |
| c. | Maximum building coverage | 45% |
| d. | Minimum site landscaping | 15% |

| e. | Minimum setbacks | <u>Building</u> | <u>Parking</u> |
|----|----------------------|-----------------|----------------|
| | Foothill | | |
| | First story | 30 ft. | 30 ft. |
| | Second story | 60 ft. | |
| | Rear alley | 25 ft. | 15 ft. |
| | Interior side (east) | 60 ft. | 15 ft. |
| | Interior side (west) | 15 ft. | 10 ft. |

5. Primary Use - Specialty Commercial

- a. Apparel shops
- b. Art and artist supply
- c. Art galleries
- d. Book stores
- e. Camera and photographic shops and studios
- f. Candy stores and confectioners
- g. China and glassware stores
- h. Cigar stores and smoke shops
- i. Electronic stereo and video component sales and repairs
- j. Hobby shops and toy stores
- k. Jewelry stores
- l. Leather goods and luggage stores
- m. Music instrument stores
- n. Business machine and computer stores
- o. Pet shops
- p. Photocopy shops
- q. Record, tape or software stores
- r. Sporting goods (backpacking, skiing, bicycling, tennis, etc)
- s. Specialty food stores



PRIMARY USE: SPECIALTY COMMERCIAL
SECONDARY USE: OFFICE

LEGEND



PRIMARY
ACCESS



SECONDARY
ACCESS



PARKING



BUILDING



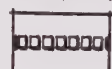
SIGN



STREETSCAPE



LANDSCAPE
BUFFER



DECELERATION
LANE

SITE 8



FOOTHILL BOULEVARD
SPECIFIC PLAN • CITY OF LA VERNE



urban
design
studio

NOV 11 2008

- t. Stationery stores
- u. Private schools, operated in accordance with an approved conditional use permit
- v. Full-service restaurants, operated in accordance with an approved conditional use permit if a late night business or if serving alcoholic beverages
- w. Hotel or motel, operated in accordance with an approved conditional use permit

5. Secondary Use - Office

- a. Administrative, business and professional offices
- b. Banks and other financial institutions
- c. Business and office services
- d. Insurance agencies
- e. Interior decorating shops
- f. Medical and dental offices
- g. Messenger services
- h. Optical and optometrical shops
- i. Real estate offices
- j. Secretarial services
- k. Travel agencies
- l. Private schools, operated in accordance with an approved conditional use permit

6. Classification of Uses

Uses similar to those listed shall be classified in accordance with Section 5.G of this specific plan.

Section 4.I Site Nine

This 3.96 acre site, located on the north side of Foothill Boulevard, is at the City's eastern gateway. An existing restaurant screens much of the site from Foothill Boulevard. Surrounding uses include a mobile home park to the north, single-family residences to the east, a restaurant and a vacant commercial lot to the south and an auto dealership to the west.

1. **Land Use/Concept Plan** - Located behind the restaurant, the site lacks the visibility and access needed for commercial development. Adjacent uses, primarily residential, and the residential character of Williams Avenue indicate that a lower intensity use would be desirable. As currently configured, the site's only possible access will be from Williams Avenue with emergency access from Foothill. A commercial use may be considered for this site only if the parcel containing the restaurant is consolidated with the larger parcel. Locating commercial uses here would require a general plan amendment, a specific plan amendment and a parcel map.

This site is designated for residential development at 10 units per acre. The moderate residential density will fit with the character of Williams Avenue and will function with restricted Foothill Boulevard access. Residential site plans must be aware of dealership, Foothill Boulevard and restaurant noise, locating units away from the site's southern boundary.

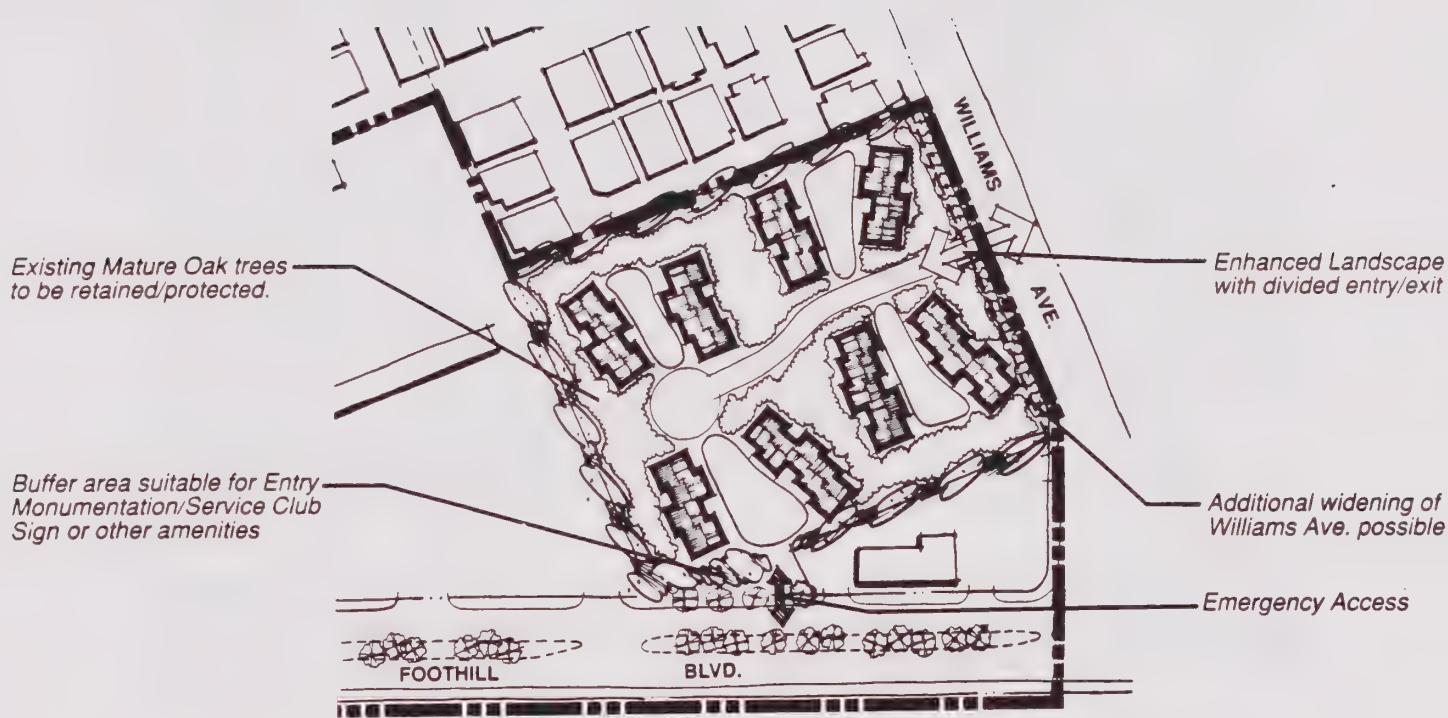
This site is in the "transition zone" portion of the corridor's streetscape concept. See Sections 9.B.4 and 9.C.4 of this specific plan.

2. Development Criteria

- o Unless otherwise specified, PR10A zone development standards shall apply.
- o The development shall have one primary access on Williams Avenue.
- o The development shall have an emergency access on Foothill Boulevard.
- o A landscaped buffer shall be provided along the north, west and south property lines.
- o No garage doors shall be visible from Foothill Boulevard.
- o All oak trees shall be preserved on site.
- o Williams Avenue shall be improved to city standards.
- o For senior housing development standards, see Sections 4.D.3.c, d and e of this specific plan on page SS-10.

3. Site Development Standards

- a. Minimum lot size** 3.96 AC



PRIMARY USE: RESIDENTIAL (PR 10A)

LEGEND



PRIMARY ACCESS



EMERGENCY ACCESS



PARKING



BUILDING



SIGN



STREETSCAPE



LANDSCAPE BUFFER



OPEN SPACE

TE 9



FOOTHILL
SPECIFIC PLAN

BOULEVARD
CITY OF LA VERNE



- b. Maximum density 10 units/acre
- c. Maximum height 30 ft.
- d. Minimum setbacks

| | <u>Building</u> | <u>Guest Parking</u> |
|-------------------------|-----------------|----------------------|
| Foothill | 75 ft. | 30 ft. |
| Williams | 25 ft. | 15 ft. |
| Interior property lines | 25 ft. | 15 ft. |
- e. Minimum building separation 25 ft.
- f. Minimum common open space 35%

4. Uses - Residential

- a. Multi-family dwellings and ancillary facilities
- b. Child care facilities, operated in accordance with an approved conditional use permit if more than six enrollees

6. Classification of Uses

Uses similar to those listed shall be classified in accordance with Section 5.G of this specific plan.

Section 4.J Site Ten

This four acre site, located on the east side of Fruit Street north of Foothill Boulevard, is currently a nursery. It will become an important part of the Foothill Center when the Foothill Freeway is constructed, gaining freeway access from the Fruit Street interchange. Surrounding uses include a private high school to the north, apartments to the east, a shopping center to the south and Site Five to the west.

1. Land Use/Concept Plan - The site's narrow frontage, great depth and poor access limit the number of appropriate uses. Surrounding properties have developed in a manner to isolate this site, allowing for no reciprocal access and providing substantial property line buffers. Though it will become an important part of the Foothill Center, the site is not configured to function well as a retail commercial center.

The site's size, proximity to the proposed freeway and location on White Avenue make it suitable for office development. The primary use is office.

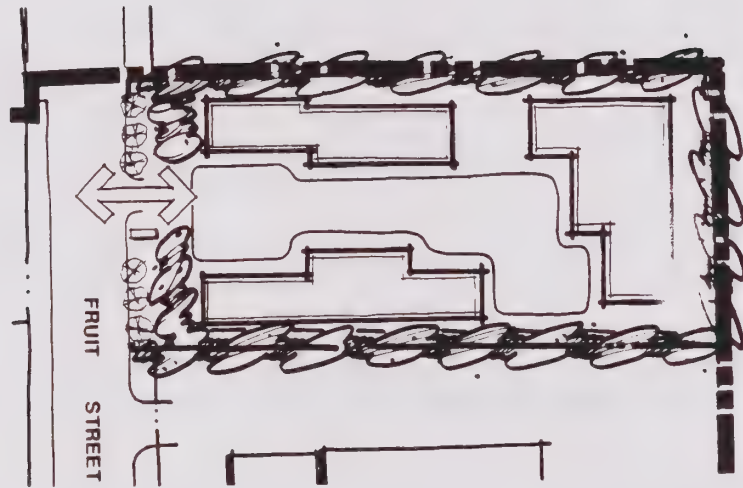
Because of the site's ability to be isolated, its proximity to the proposed Foothill Freeway and a growing need for automotive repair facilities, the proposed secondary use for this site is automobile services.

Elements making this site attractive as an office complex or auto service center also make it attractive as a senior housing development. Senior housing, at a maximum density of 25 units per acre, would be permitted as part of the corridor's social care overlay zone.

This site is located in the "transition zone" portion of the corridor's streetscape concept. See Sections 9.B.4 and 9.C.4 of this specific plan.

2. Development Criteria

- o One major access shall be provided on Fruit Street.
- o A landscape buffer shall be required along the north, east and south property lines.
- o Garages shall be screened.
- o Businesses shall not operate earlier than 7:00 a.m, nor shall they operate later than 7:00 p.m., Monday through Saturday.
- o No outside storage is permitted.
- o All parking must be provided on site.
- o All uses must be conducted wholly within enclosed areas



PRIMARY USE: OFFICE
SECONDARY USE: AUTOMOTIVE SERVICES

LEGEND



PRIMARY
ACCESS



SECONDARY
ACCESS



PARKING



BUILDING



SIGN



STREETSCAPE



LANDSCAPE
BUFFER

SITE 10



FOOTHILL
SPECIFIC PLAN

BOULEVARD
CITY OF LA VERNE



urban
design
studio



3. Site Development Standards

- | | | | |
|----|---------------------------|-----------------|----------------|
| a. | Minimum lot size | 4 AC | |
| b. | Maximum building height | | |
| | Residences within 50' | 20 ft. | |
| | Elsewhere | 25 ft. | |
| c. | Maximum building coverage | 35% | |
| d. | Minimum site landscaping | 30% | |
| e. | Minimum setbacks | <u>Building</u> | <u>Parking</u> |
| | Fruit | 45 ft. | 20 ft. |
| | Interior property lines | 20 ft. | 10 ft. |

4. Primary Use - Office

- a. Administrative, business and professional offices
- b. Banks and other financial institutions
- c. Business and office services
- d. Insurance agencies
- e. Interior decorating shops
- f. Medical and dental offices
- g. Messenger services
- h. Optical and optometrical shops
- i. Real estate offices
- j. Secretarial services
- k. Travel agencies
- l. Private schools, operated in accordance with an approved conditional use permit

5. Secondary Use - Automotive Services

- a. Tire, battery and accessory repair
- b. Full service car wash, subject to an approved conditional use permit

- c. Auto supply store
- d. Auto radio, telephone and alarm sales and installation
- e. Auto detailing

6. Classification of Uses

Uses similar to those listed shall be classified in accordance with Section 5.G of this specific plan.

Section 4.K Site Eleven

This 7.69 acre site is located at the northeast corner of Foothill Boulevard and Bradford Street, incorporating the auto dealership and restaurant. Surrounding uses include a mobile home park to the north and west, the vacant Site Nine to the east and apartments to the south.

1. Land Use/Concept Plan - The site's current uses as an auto dealer and a restaurant are appropriate. There is ample Foothill Boulevard frontage and good access from Foothill Boulevard and from Bradford Street. Located across from Site Eight, commercial uses will provide a strong entry statement.

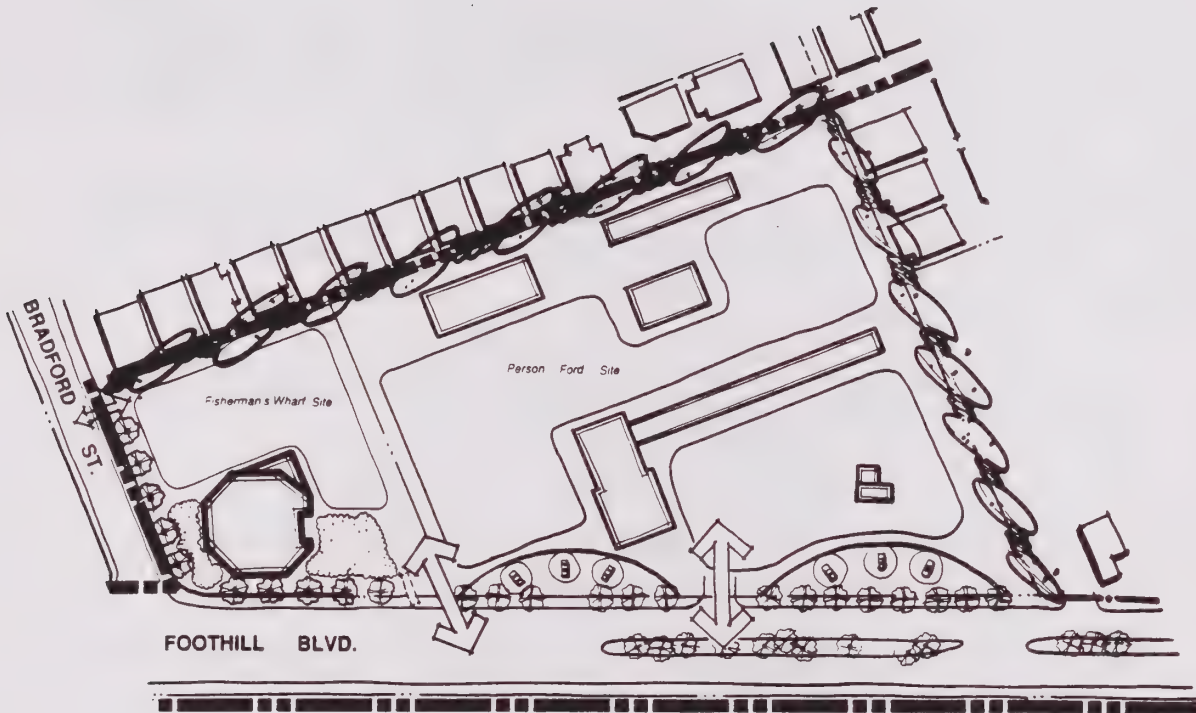
This site's primary use is Automotive Sales as defined in Chapter 11, preserving and expanding the existing auto dealership. The secondary use is Visitor Commercial, allowing a restaurant on the site.

2. Development Criteria

- o Only two major accesses shall be allowed on Foothill Boulevard if the entire site becomes an automotive sales use.
- o One secondary access shall be allowed on Bradford Street.
- o A landscape buffer shall be located along the north and east boundaries.
- o A design element with vertical emphasis shall be incorporated into the main structure, providing a focal point and interest.
- o Outdoor sales and storage of new and used vehicles for sale shall be permitted, providing the vehicles and storage/display areas are well maintained.
- o No garages or repair facilities shall face residential areas. All such facilities shall be permanently screened from Foothill Boulevard and Bradford Street.

3. Site Development Standards

- | | | |
|-----------|----------------------------------|---------------|
| a. | Minimum lot size | 1.5 AC |
| b. | Maximum height | |
| | Residences within 100' | 25 ft. |
| | Buildings | 25 ft. |
| | Theme tower | 35 ft. |
| c. | Maximum building coverage | 35% |
| d. | Minimum site landscaping | 20% |



PRIMARY USE: AUTOMOTIVE SALES
SECONDARY USE: VISITOR COMMERCIAL

LEGEND



PRIMARY ACCESS



SECONDARY ACCESS



PARKING



BUILDING



STUDY AREA BOUNDARY



SIGN



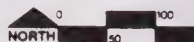
STREETSCAPE



LANDSCAPE BUFFER



OPEN SPACE



SITE 11

| e. Minimum setbacks | <u>Building</u> | <u>Parking</u> |
|----------------------------|------------------------|-----------------------|
| Foothill | 45 ft. | 20 ft. |
| Bradford | 30 ft. | 25 ft. |
| Interior sides | 25 ft. | 15 ft. |

4. Primary Use - Automotive Sales

- a.** Automobile dealership, including new and used car sales, boat sales, off-road and recreational vehicle sales and ancillary services

5. Secondary Use - Visitor Commercial

- a.** Full-service restaurants, operated in accordance with an approved conditional use permit if a late night business or if serving alcoholic beverages
- b.** Private museum
- c.** Art gallery
- d.** Antique Shops
- e.** Bakeries (retail)
- f.** Candy stores
- g.** Florist shops
- h.** Gift and greeting card shops
- i.** Ice cream and frozen yogurt shops
- j.** Hotel/motel

6. Classification of Uses

Uses similar to those listed shall be classified in accordance with Section 5.G of this specific plan.

Chapter Five: General Regulations

Section 5.A Authority

The Foothill Boulevard Specific Plan is established through the authority granted to the City of La Verne by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).

Section 5.B Relationship to Other Regulations

The specific plan provides policies, standards and regulations guiding the development of particular parcels and the overall corridor.

Areas not addressed are governed by the La Verne Municipal Code. No provision of this plan is intended to repeal, abrogate, annul, impair or interfere with any existing ordinance, resolution or policy, except as specifically repealed by the adoption of this specific plan or where this specific plan's standards are more restrictive.

Section 5.C Zoning Ordinance

Adoption of the Foothill Boulevard Specific Plan repeals and replaces all land use designations, development regulations and standards of applicable sections of the La Verne Municipal Code to the extent specified herein.

Section 5.D Conflicts with Other Regulations

When provisions of this specific plan impose more restrictive regulations than required by any other ordinance, resolution or policy, the provisions of this specific plan shall govern.

This specific plan is regulatory in nature, and serves as zoning law for the properties and planning areas involved. Precise plans, tract and parcel maps, and other development entitlements shall be consistent with both this specific plan and the City of La Verne general plan.

Section 5.E Existing Agreements

This specific plan is not intended to interfere with or abrogate any easements, covenants, or other existing agreements which are more restrictive than the provisions of this specific plan.

Section 5.F Interpretations and Ambiguities

The community development director shall be responsible to interpret the provisions and resolve ambiguities of this specific plan. All such interpretations, initiated upon written request, shall be in written form and permanently maintained. Any person aggrieved by such interpretation may appeal to the Planning Commission as set forth in Section 18.12.050 of the La Verne Municipal Code.

Section 5.G Classification of Use

Uses similar to those listed shall be classified by the development review committee in a public administrative hearing upon published notice no less than ten days before the hearing and upon environmental review. The applicant shall complete a written request and pay a fee as determined by City Council resolution. Any person aggrieved by the Development Review Committee decision may appeal to the Planning Commission as set forth in Section 18.12.050 of the La Verne Municipal Code.

Section 5.H Enforcement

The community development department shall maintain continuing jurisdiction over the enforcement of applications submitted pursuant to this specific plan.

Section 5.I Violation

It is unlawful for any person to erect, construct, enlarge, alter, repair, move, use, occupy, or maintain any building, structure, equipment, or portion thereof within the specific plan area or cause the same to be done contrary to or in violation of any provision of this specific plan.

No person shall violate any provision or fail to comply with any requirement of this specific plan. Any person violating any provision or failing to comply with any requirement of this specific plan is guilty of a misdemeanor.

Section 5.J Amendment

Amendment to this specific plan shall comply with the provisions of Chapter 18.112 of the La Verne Municipal Code, relative to zone changes, and Sections 65450 through 65457 of the California Government Code.

Section 5.K Nuisance

Any use of property, building or structure hereafter erected, built, maintained or structurally altered contrary to the provisions of this specific plan, shall be considered a public nuisance.

Section 5.L Severability

In the event that any section, subsection, condition or term of this specific plan is declared illegal or unenforceable by any court of competent jurisdiction, the other sections, subsections, conditions and terms shall remain in force and effect to the full extent permitted by law.

Section 5.M Property Maintenance

- 1. Landscape and Parking Areas** - Landscape and parking areas shall be maintained in the following manner:
 - a.** Parking areas shall be routinely swept and kept free from accumulations of trash, debris, bottles, rubbish and other discards.
 - b.** Parking area paint striping, including handicapped stalls, parking signs, painted fire curbs and signs, handicapped signs, shall be continually maintained.
 - c.** A program of continual landscape maintenance shall be employed, insuring periodic watering, fertilizing and replacement of dead plant materials. All landscaping shall be maintained in accordance with the approved precise plan.
 - d.** All loading and unloading areas, truck parking stalls, trash enclosures, trash compaction and other storage areas shall be kept free from accumulation of trash, debris, bottles, rubbish and other discards.
 - e.** All trash enclosures and storage areas shall be kept free from odors, insects, dust and other potential nuisances.
 - f.** All lighting shall be continually maintained. Lighting shall be field adjusted to minimize off-site impacts.
 - g.** No vegetation, wall, fence, sign or structure shall be unsightly, by reason of graffiti, disrepair, neglect or damage.
 - h.** Undeveloped property shall be kept free from weeds, debris and rubbish. Vacant property shall be posted to prevent dumping, trespassing, sale of vehicles and other code violations. Immediately upon completion of annual weed abatement, hydroseeding the first 20 feet shall be required of all undeveloped properties with development applications on file.

- i. Trash cans and trash dumpsters shall be kept in appropriate enclosures and trash storage areas. Immediately after trash pick up, cans and dumpsters shall be returned to the enclosures. All trash enclosures shall have operable, solid gates, which shall be kept closed when not being used for trash pick up.

2. Building Exteriors and Roofs

- a. No portion of any building or structure shall remain unfinished.
- b. All buildings and structures shall be maintained in accordance with the elevations, colors and materials on file with community development department.
- c. Exteriors of all buildings shall be continually maintained, painted or repaired. Holes created by replacement of signs shall be patched and finished to match the existing exterior finish.
- d. All mechanical equipment, including vents, pipes, air conditioners and similar structures shall be screened from view. Equipment screening shall be periodically maintained, painted or repaired.
- e. Roofs shall be continually maintained or replaced to ensure weatherproofing.

3. Signs

- a. All sign and sign structures shall be continually maintained. Maintenance may include painting, repair, replacement of sign faces and patching of wall or other surfaces to prior condition.
- b. All damaged signs and sign structures shall be immediately repaired.

4. Property Maintenance Enforcement - The following provisions are not intended to replace the remedies available under the provisions of the uniform building code. These provisions are intended to supplement the uniform building code and may be used in conjunction with it.

- a. It shall be the responsibility of the community development director or designee to enforce property maintenance violations. Buildings or properties, when demonstrating lack of property maintenance as described in the above sections, shall be required to submit landscape rejuvenation and building exterior maintenance plans or a detailed written description of the intended improvements.
- b. The community development director or designee shall notify the owner of real property and tenant of the maintenance violation by mail. Failure to submit rejuvenation and maintenance plans or to correct the violation within 30 days of receipt of notice shall be punishable as provided by Section 1.24.010 of the La Verne Municipal Code.

Section 5.N Noise Standards

The following noise standards are not intended to replace the remedies available to the City under the City of La Verne Noise Ordinance. These standards are intended to supplement the noise ordinance and may be used in conjunction with it.

1. **Loading and Unloading** - Loading and unloading adjacent to residential uses shall only occur between the hours of 7:00 a.m. to 8:00 p.m., Monday through Saturday. There shall be no loading or unloading on Sundays and holidays adjacent to residential uses. Loading or unloading areas shall be designed so as not to adversely impact surrounding uses.

2. **Parking and Landscape Areas** - Parking and landscape area activities, such as mechanical sweeping, mechanical grass cutting and mechanical blowing, shall not impact residential uses. To mitigate noises adjacent to residential uses, all parking area and landscape maintenance shall occur between the hours of 7:00 a.m. to 8:00 p.m.

3. **Refuse Pickup/Trash Compaction** - All refuse pickup and trash compaction adjacent to residential uses shall occur only between the hours of 6:00 a.m. and 6:00 p.m. Monday through Saturday.

Section 5.O Trash Storage

Trash storage enclosures with a minimum inside clear area measuring eight feet by ten feet, enclosed by a solid ornamental masonry wall of six feet in height, containing solid operable gates, shall be provided for each development. Trash storage areas and details showing building materials, treatment and gate design shall be shown on precise plans and be approved by the city.

Trash storage areas may be enlarged based upon the recommendation of the city refuse contractor. All trash storage areas shall be suitably screened by use of decorative block walls and landscaping.

Section 5.P Paper Bailers

To encourage recycling and to reduce the demand on solid waste landfills, automatic paper bailers are required within the specific plan area for all uses generating large amounts of paper waste. Such uses include, but are not limited to supermarkets, bakeries, office complexes, major retailers and restaurants. Bailers shall be located within a secure enclosure or, if outdoors, shall be completely screened and completely secure from vandalism or other unauthorized entry and shall be shown on precise plans. If located outdoors, they shall be located, designed and constructed to eliminate impacts on adjoining residential zones.

Section 5.Q Utilities

1. All on-site utilities shall be installed underground. Access shall be provided to the City cable television franchise holder.
2. An underground lighting facility fee, consistent with citywide ordinance, shall be charged to developers at a rate determined by the City Council and shall be based on site area.
3. If site frontage exceeds 350 lineal feet, all utility poles along the frontage shall be undergrounded by the developer. If site frontage is 350 lineal feet or less, monies in an amount equivalent to utility pole undergrounding, as determined by Southern California Edison and assessed per frontage foot, shall be paid to the public works department.

Section 5.R Performance

Any permitted use shall be performed or carried out entirely within a building that is designed and constructed so that the enclosed operations and uses do not cause or produce a nuisance to adjacent sites, such as but not limited to the following: sound, vibration, electromechanical disturbances, electromagnetic disturbances, radiation, air pollution, dust, emission of toxic or nontoxic odors, or toxic or nontoxic matter. All structures and uses shall be subject to periodic City review.

Section 5.S Parking

Except as otherwise specified below, off-street parking standards and requirements for the Foothill Boulevard Specific Plan area shall be in accordance with Chapter 18.76 of the La Verne Municipal Code, which is hereby adopted by reference as a part of this section. All parking must be provided on the same parcel as the use it serves, except in the case of condominium maps as described in Section 5.U.

1. **Hotel/Motel** - Off-street parking shall be provided at a ratio of one stall per unit plus one stall per employee. Compact parking stalls may be provided up to 25% of the total required stalls. Restaurants, meeting rooms and other facilities commonly part of a hotel complex shall have parking provided according to Chapter 18.76 of the La Verne Municipal Code and may qualify as complementary uses within this specific plan.
2. **Joint Use** - For any proposed joint use parking, a joint use parking agreement shall be reviewed and be approved by the community development director. The parking agreement, reviewed as part of the precise plan application, shall be legally binding and recorded with the Office of the Los Angeles County Recorder. The agreement shall provide for free vehicular and pedestrian access between properties party to the agreement and will not require access across non-agreement properties. All properties subject to the agreement shall be located on the same side of any street. Any project applying for joint use parking may be subject to either reciprocal or complementary parking but not both.

- a. **Reciprocal Uses** - Up to 50% of the parking facilities required by this specific plan and the zoning ordinance for a use considered a nighttime use may be provided by a use considered a daytime use. Examples of this combination include, but are not limited to an office/theater complex, an office/restaurant complex or an office/health and fitness club. Shared parking facilities must be located within 300 feet of each use.
 - b. **Complementary Uses** - Up to 10% of the parking facilities required by this specific plan and the zoning ordinance may be shared by uses considered to be complementary. Complementary uses must be located on the same parcel of land. These are uses of different character that, in combination, may share clientele. Such combinations include, but are not limited to a theater/restaurant or theatre/retail complex or a restaurant/specialty commercial complex. Uses other than those mentioned above may qualify for complementary use parking if a parking study, prepared to the specifications of the community development director, demonstrates that the uses will share at least 10% of their clientele during peak parking periods. The parking study shall be reviewed by the development review committee as part of the precise plan.
3. **Urgent Care Facilities** - Off-street parking shall be provided at a ratio of one space per 250 square feet gross floor area plus one space per employee based on the maximum work shift. There shall be no fewer than eight spaces provided.
 4. **Senior Housing** - Minimum off-street parking shall be provided at the ratios indicated below.
 - a. **Retirement Housing** - Senior housing complexes with a minimum age requirement of 55 shall provide at least 1.5 enclosed stalls per unit and .5 uncovered stalls per unit. One recreational vehicle parking space shall be provided for every four units. Employee parking shall be provided at one per employee based on the maximum work shift.
 - b. **Independent Living** - Senior housing complexes designed as either attached or detached single family quarters with a minimum age requirement of 62 shall provide at least one enclosed space per unit and .1 uncovered space per unit. One recreational vehicle parking space shall be provided for every five units. Employee parking shall be provided at one per employee on the maximum work shift.
 - c. **Intermediate Care** - Senior housing complexes offering limited medical and personal services shall provide at least .2 uncovered parking spaces per unit plus one uncovered space per employee based on the maximum working shift.
 5. **Sports and Fitness Clubs** - Parking for sports and fitness clubs shall be provided at the rate of one space for every three persons permitted to occupy the building as determined by the Uniform Building Code plus one space for each employee.

6. **Theater** - Off-street parking shall be provided at the ratios indicated below plus one space for each employee on the maximum work shift. Compact parking stalls may be provided at 35% of the total required stalls.

- a. **One Screen** - Single screen theatres shall provide at least one parking space for every three seats.
- b. **Two or Three Screens** - Theatres with two or three screens shall provide at least one parking space for every 3.5 seats.
- c. **Four or More Screens** - Theatres with four or more screens shall provide at least one parking space for every four seats.

Section 5.T Signs

1. **Purpose** - This section establishes standards for the uniform regulation of signs throughout the specific plan. Except as otherwise noted in this section, the provisions of Title 17, Signs, of the La Verne Municipal Code shall apply.

2. **General Provisions - Signs** - General provisions for signs permitted within this specific plan shall be governed under Chapter 17.04 of the La Verne Municipal Code.

3. **Definitions - Signs** - Definitions for signs permitted within this specific plan shall be governed under Chapter 17.08 of the La Verne Municipal Code, and, where applicable, Chapter 11 of this specific plan.

4. **Precise Plans and Sign Permits** - Precise plans and sign permits for signs permitted within this specific plan shall be governed under Chapter 17.12 of the La Verne Municipal Code.

5. **Restrictions and Exemptions** - Sign restrictions and exemptions shall be governed under Chapter 17.16 of the La Verne Municipal Code.

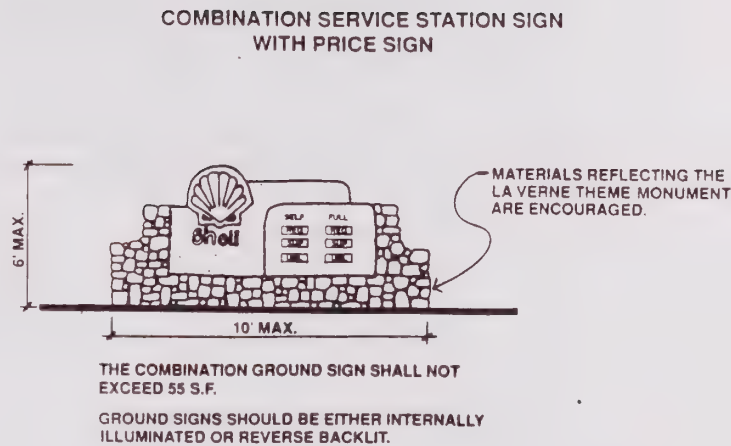
6. **Commercial-Office Zone** - Signs within the commercial- office zone of the specific plan shall be governed by Sections 17.20.050 and 17.20.110 of the La Verne Municipal Code. Master sign programs shall be required of multi-tenant centers.

a. Gasoline Service Stations

- (1) One monument identification ground sign per parcel is permitted. The sign shall not exceed two square feet for every three lineal feet of building frontage, and shall in no case exceed five feet in height or 10 feet in width.

- (2) For each service station site, one monument gasoline price ground sign is permitted. This sign shall not exceed 36 square feet in area and shall not exceed four feet in height.

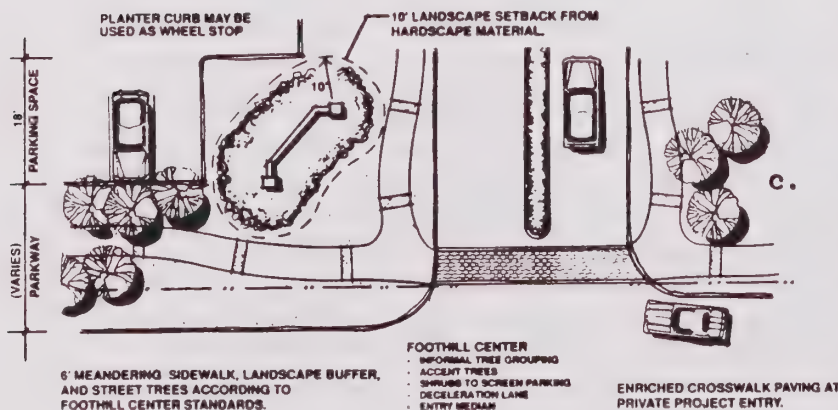
- (3) Identification and price signs may be combined into one sign. This sign shall not exceed 70 square feet and shall in no case exceed seven feet in height and 10 feet in width. This sign replaces the two signs permitted in (1) and (2) above. See Figure 1.



- (4) Window signs are permitted to cover no more than 25% of the window area.
- (5) Spandrel signs (excepting self- and full-serve directional signs), pump signs and freestanding signs advertising products or services are prohibited.
- (6) Signs required and/or standardized by other governmental agencies are exempt.

- b. **Second and Third Story Uses** - Second or third story uses may have front wall subject to the provisions of an approved master sign program in accordance with the La Verne Municipal Code. Such signs shall not negatively impact corridor aesthetics. Second or third

PROJECT IDENTIFICATION SIGNS



story uses may have window signs not exceeding four square feet and undercanopy signs perpendicular to the facade not exceeding two square feet.

- c. **Project Identification Signs** - Project identification signs shall conform to Section 17.20.050 of the La Verne Municipal Code and shall have a minimum of 10 feet of landscaping on all sides. See Figure 2.

7. Study Site: Visitor-Commercial Designation - Signs within the visitor-commercial designation of the specific plan shall be governed by Section 17.20.050 of the La Verne Municipal Code. Master sign programs shall be required.

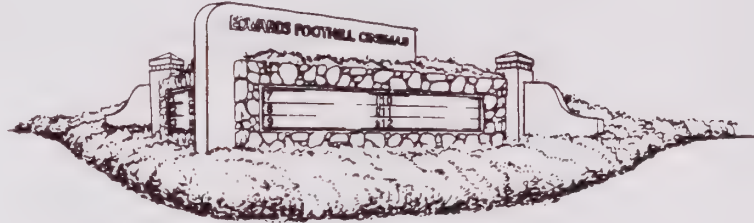
8. Study Site: Entertainment-Commercial Designation - Signs within the entertainment-commercial designation of the specific plan shall be governed by Section 17.20.050 of the La Verne Municipal Code, except as described below. Master sign programs shall be required.

- a. A theater ground sign, with changeable copy letters, may be permitted in conjunction with the development of a theater complex, when constructed under the following regulations (see figures 3, 4 and 5):

- (1) The changeable copy sign shall be substituted for the combination multi-tenant ground sign.
- (2) Maximum permitted height of the sign structure shall not exceed nine feet from grade.
- (3) Maximum width of a double-faced sign structure shall not exceed 12 feet.

THEATER MONUMENT SIGN

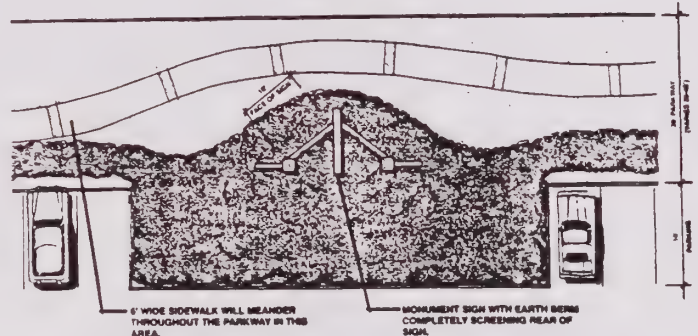
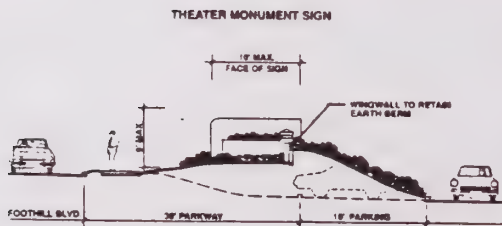
MOUNDING BEHIND (WALL) SIGN WITH PLANT MATERIALS BLENDING INTO, AND COMPATIBLE WITH, PARKWAY STANDARDS' PLANT MATERIALS.



MATERIALS REFLECTING THE LA VERNE THEME MONUMENT SIGN ARE ENCOURAGED.

THEATER MONUMENT SIGN PLAN VIEW

FOOTHILL BLVD.



- (4) The sign may be double faced and illuminated, may consist of two single-faced attached panels fully bermed behind each or may be a combination of both. The two single-side panels must be attached and must form an angle between 45 degrees and 135 degrees. Each single side shall be no greater than nine feet in height and 10 feet in width.
- (5) Changeable copy letters shall be secure from elements and vandalism.
- (6) The sign shall be shown on the master sign program, as required by this specific plan and Section 17.20.050 and otherwise comply with all provisions of the La Verne Municipal Code.

B. A changeable copy wall sign for a theater, may be permitted in conjunction with the development of a theater complex, when constructed under the following regulations:

- (1) A theater wall sign, with changeable copy, shall be substituted for the permitted front wall sign and placed on the theater building.
- (2) The sign's area shall not exceed two square feet for every one lineal foot of the front building wall. Architectural elements shall not be considered part of sign area.
- (3) The front wall sign may project up to 12' away from the building facade, provided it is attached to the front wall plane at no less than two points, may use exposed decorative neon and shall have a strong central emphasis.
- (4) Changeable copy letters shall be secure from elements and vandalism.
- (5) The sign shall be shown on the master sign program, as required by this specific plan and Section 17.20.050 and otherwise comply with all provisions of the La Verne Municipal Code.

9. **Study Site: Specialty-Commercial** - Signs within the specialty-commercial designation of this specific plan shall be governed by Section 17.20.050 of the La Verne Municipal Code. Master sign programs shall be required for all specialty-commercial centers.

10. **Study Site: Office** - Signs within the office designation of this specific plan shall be governed by Section 17.20.050 of the La Verne Municipal Code. Master sign programs shall be required for all office centers, as provided by Section 17.20.050 of the La Verne Municipal Code.

11. **Study Site: Senior Housing** - Signs within the senior housing designation of this specific plan shall be governed by Section 17.20.040 of the La Verne Municipal Code.

Section 5.U Lot Size

Subdivisions shall conform to the minimum lot size and dimension criteria described in this specific plan and in Chapters 18.36 and 18.44 of the La Verne Municipal Code unless they are configured as condominium maps.

Condominium maps, with parcels smaller than those permitted in regular subdivisions, shall be allowed under the following circumstances.

1. For commercial projects, the map shall provide individual parcels for anchor tenants and/or peripheral pads with a maximum of six total parcels, including the common parcel, within the project.

2. The total area of all parcels within all commercial or residential condominium map shall not be less than that specified for minimum lot size in this specific plan.

3. The common lot within all commercial or residential condominium maps shall contain all parking and landscaping areas, all drainage facilities, all utility lines and easements, all loading areas and shall provide for free vehicular and pedestrian access. The common lot shall in no case be less than 50% of the total condominium map's area.

4. Before final map approval, conditions, covenants and restrictions shall be reviewed by the community development director and approved by the development review committee for all condominium maps. The CC&R's shall contain provisions to ensure free pedestrian and vehicular access, design consistency between parcels, property maintenance, a property owners association, maintenance of easements, a contact for City correspondence and a the name and address of the property management company and legal owner of the common lot.

Section 5.V Market Study

The purpose of the market study is to assure that development plans for Foothill Boulevard are based on current market data, to avoid uses or businesses along Foothill Boulevard that are not viable, to provide developers with information relating to uses that are over-supplied and over-duplicated along the boulevard and to provide the City with data on fiscal and economic impacts of new businesses on existing businesses to identify potential secondary environmental effects of the new business.

A market study may be required of any new project locating in the C-O zone or for any new project developing as a secondary use on any of the 11 study sites. It shall be designed to assess vacancy rates and duplication of uses and shall be completed for Development Review Committee review as a part of the precise plan. The market study, prepared at the applicant's expense to the specifications of the community development director or designee by a consultant selected by the City, shall identify adverse impacts upon existing businesses and services, shall identify local market retail needs, shall estimate the center's regional attraction, shall estimate annual sales volume at build out and shall suggest appropriate mitigations for adverse impacts. The study shall also consider the expected traffic loss due to completion of the Foothill Freeway.

Section 5.W Leasing Plan

If identified as a mitigation measure in the market study or as a mitigation measure for secondary environmental effects of fiscal or economic impacts in the negative declaration, a leasing plan, prepared to the specifications of the community development director or designee, shall be submitted with the commercial center's precise plan and reviewed by the development review committee. Any person aggrieved by the requirement of a leasing plan imposed as a mitigation under the City's guidelines may appeal in accordance with the City of La Verne environmental guidelines.

An approved leasing plan for a commercial project shall be on file prior to the issuance of building permits. Development Review Committee decisions may be appealed in accordance with Section 18.16.140 of the La Verne Municipal Code. The leasing plan shall identify duplicate businesses and services. Duplicate businesses and services are those businesses and services that are proliferating or are over-supplied in comparison to other businesses and services on Foothill Boulevard. The identified duplicate businesses and services and any subsequent amendments to the leasing plan shall be subject to precise plan review by the community development director or designee prior to occupancy.

When considering approval of occupancy for duplicate businesses and services or amendments to the leasing plan, the community development director or designee make the following findings.

1. The approval complies with zoning.
2. The approval implements the recommendations of the market study, if required under Section 5.V of this specific plan, in that it does not provide for uses identified as non-viable uses in the market study.

Section 5.X Anchor Tenants

The following regulations have been designed to prevent the proliferation of small, speculative commercial projects. All new commercial projects in the commercial-office, entertainment commercial, specialty commercial and visitor commercial designations shall design for anchor tenants as specified in this section and shall provide a copy of a lease or lease option for major tenants prior to issuance of building permits. This section shall not apply to office projects.

Major anchor tenants have a gross floor area of at least 20,000 square feet, while minor anchor tenants have a gross floor area of 3,000 to 20,000 square feet. The following guidelines have been developed to avoid strip commercial uses. Major anchor tenants locating in specialty commercial, visitor commercial or commercial office centers shall be retail tenants.

All commercial-business centers, excluding entirely office centers, shall, at a minimum, provide the following major and minor tenants.

| Major | Minor | Gross Floor Area of Project |
|-------|-------|-----------------------------|
| 0 and | 1 | 0 to 4,999 square feet |
| 1 or | 2 | 5,000 to 49,999 square feet |

| | | | |
|---|------|---|------------------------------|
| 1 | and | 1 | |
| | -or- | | |
| 0 | and | 3 | 50,000 to 99,000 square feet |
| 1 | and | 2 | |
| | -or- | | |
| 2 | and | 0 | 100,000 square feet or more |

Section 5.Y Covenants, Conditions and Restrictions

All projects in the commercial office, visitor commercial, entertainment commercial, specialty commercial or automotive sales land use designations shall provide project covenants, conditions and restrictions (CC&R's), where property is intended to be subdivided or parcels are of multiple ownership. The CC&R's shall be reviewed and approved by the City prior to the issuance of building permits. They shall make provisions for use limitations, design guidelines, maintenance standards and other requirements found appropriate by the City.

Section 5.Z Parking and Access Agreements

Parking and access agreements shall be required of all multiparcel centers, applying to all parcels within and to adjacent commercial centers. They shall provide free vehicular and pedestrian interparcel access and disclose the nature of parking agreements between parcels and tenants. These agreements shall be reviewed and approved by the development review committee as part of the precise plan. Each commercial or office project must provide parking to serve its own development as specified in Chapter 18.76 of the La Verne Municipal Code and in Section 5.S of this specific plan.

Section 5.AA Nonconforming Uses and Standards

All uses and buildings not in conformance with this specific plan's development or use standards shall be considered nonconforming upon the effective date of this specific plan. For purposes of this specific plan, nonconforming structures shall be those that do not meet height, setback, coverage or parking provisions of this specific plan.

Nonconforming uses and nonconforming buildings may be continued subject to the following regulations, provided such nonconforming uses or buildings are not in violation of any other ordinance or law.

1. **Nonconforming Use/Conforming Structure** - A nonconforming use in a conforming building may not be expanded beyond the space occupied at the adoption of this ordinance. After five years from approval of this specific plan, a nonconforming use in a conforming structure may continue with an approved conditional use permit.

2. **Nonconforming Use/Nonconforming Structure** - Nonconforming uses in nonconforming structures may be continued for the fair amortization period of the structure, as shown below. If the nonconforming use is discontinued for a period of at least six continuous months, any further use of the nonconforming structure shall be in conformance with this specific plan and all provisions of the La Verne Municipal Code.

3. **Conforming Use/Nonconforming Structure** - Nonconforming structures may be expanded or remodeled by precise plan if the development review committee finds that the alteration furthers the intent of the general plan and this specific plan. No alteration, however, may increase the degree of nonconformity. Any nonconforming structure damaged may be restored to original condition provided that the cost of restoration does not exceed 50% of the structure's replacement value and that restoration begins within one year of the date the damage occurred.

4. **Amortization of Nonconforming Structures** - Any structure lawfully existing and maintained but made nonconforming by this specific plan's adoption, may be so continued for a reasonable amortization period. Sign amortization is exempt from provisions of this specific plan and is governed by the La Verne Municipal Code. The amortization period shall be determined according to the following provisions.

- a. Except as otherwise provided, every nonconforming structure shall be removed in accordance with the following amortization schedule:

$$\text{Amortization Period} = 31.5 - \text{YIS}$$

where YIS = age of structure. Any nonconforming structure fully depreciated for federal or state income tax purposes, or on which the amortization period is run, shall be removed or modified to comply with this specific plan's provisions within one year of notice from the City Council.

- b. Any owner of a nonconforming structure may submit a written application to the community development director requesting a limited exemption of the amortization period. The application shall include a statement of the cost of the structure, its depreciated value, its remaining useful life, the expected duration of operation of the business for which the structure is used, the remaining term of applicable leases and any other material demonstrating that the amortization period should be modified. The development review committee shall issue a decision granting or denying the request within 30 days upon receipt of the application, specifying the applicable amortization period, based upon the following findings:

1. Granting the limited exemption is not inconsistent with the general plan, specific plan or applicable sections of the La Verne Municipal Code.

2. Granting the limited exemption is not a grant of special privilege and is not based on the applicant's self-imposed physical or economic hardship.

In no event, shall the development review committee authorize an amortization period longer than 31.5 years from this specific plan's effective date.

- c. Any person aggrieved by the development review committee's decision under subsection b above may appeal to the Planning Commission as set forth in Section 18.12.050 of the La Verne Municipal Code.

Chapter Six: Special Regulations

Section 6.A Outdoor Activities

1. **Purpose** - This section provides for the uniform regulation of outdoor activities incidental to approved enclosed uses in the Foothill Boulevard corridor.
2. **Permitted Outdoor Activities**
 - a. Outdoor vending machines, including water dispensers, soda machines, children's miniature mechanical rides, recycling reverse vending machines and newspaper boxes and vending machines subject to precise plan approval.
 - b. Outdoor cafe seating and food service subject to precise plan approval when incidental to an approved enclosed restaurant use.
 - c. Parking of autos if incidental to an approved enclosed use.
 - d. Automobile sales when incidental to an approved enclosed use.
 - e. Circus, carnival or parade, or outdoor motion picture or television productions, subject to the regulations of Chapter 5.12 of the La Verne Municipal Code.

Section 6.B Temporary Uses

1. **Purpose** - This section establishes standards and the process for issuing temporary use permits in the Foothill Boulevard corridor.
2. **Permitted Temporary Uses** - Uses of a temporary or periodic nature, including, but not limited to those listed below, may qualify for and are required to obtain a temporary use permit before beginning operation within the specific plan area.

- a. Pumpkin or Christmas tree sales, or other seasonal sales event, in any nonresidential zone for a period not to exceed 21 days in any calendar year. Off-street parking and loading facilities shall be provided, two temporary signs conforming to Section 17.20.050 of the La Verne Municipal Code not exceeding 32 square feet each shall be permitted with community development department approval, lighting shall be provided to safely illuminate the sales, parking and loading areas, sales vehicles may remain on-site throughout the sales period and the use shall not operate as a late night business.
 - b. Outdoor promotion for a shopping center or automobile dealership, limited to flags, banners, two temporary signs conforming to Section 17.20.050 of the La Verne Municipal Code not exceeding 32 square feet per sign, outdoor sales, outdoor displays, outdoor food sales and entertainment. There may be three such promotions per year per commercial business center, each lasting no longer than three days.
 - c. Recycling events not to exceed four days per event.
3. **Procedure** - The applicant must submit an application including a site plan, description of the use, duration of the use, start and end dates, proof of insurance indemnifying the City to the specifications of the City's risk manager, a \$250 bond to ensure clean-up, written permission from the property owner and a fee as may be established by the City Council to the community development department. As an administrative matter, the community development director or designee shall review the request and may either approve or deny it over the counter, subject to the above criteria.
4. **Standards** - Temporary uses shall locate in nonresidential zones, shall not adversely impact adjacent uses and shall not occupy any required parking spaces.

Section 6.C Gasoline Service Stations

1. **Purpose** - This section establishes standards for the uniform regulation of gasoline service stations throughout the Foothill Boulevard corridor. Except as otherwise noted, provisions of Section 18.44.030 and 18.108.030 of the La Verne Municipal Code shall apply.
2. **Conditional Use Permit Required** - Service stations are subject to conditional use permit approval within the commercial-office zone in accordance with chapters 18.44 and 18.108 of the La Verne Municipal Code.
3. **Landscaping** - Service stations shall provide a minimum of 15% of net site landscaping consistent with the landscaping concepts and guidelines of this specific plan. Landscaped planters shall have a minimum five foot interior clear dimension. If located adjacent to residential areas, office complexes, existing restaurants or schools, service stations shall provide a fully landscaped buffer strip along the common property lines. Buffer landscaping shall conform to Section 9.D.13 of this specific plan and shall not count toward the 15% site landscaping requirement. Trees or tall shrubs shall be placed adjacent to pump islands, softening the islands' visual impact.

4. **Outdoor Storage** - No overnight outdoor storage, as defined in Chapter 11 of this specific plan, shall be permitted. All stored materials, autos, goods and other articles, except outdoor vending machines shall be kept within a fully enclosed structure.

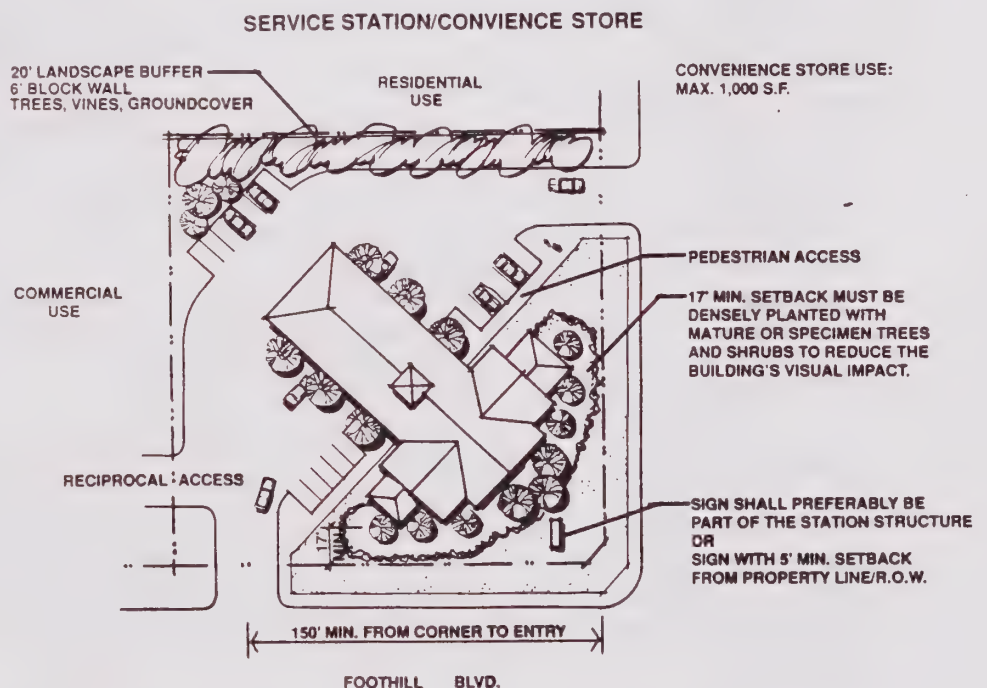
5. **Hazardous or Toxic Materials** - Gasoline, motor oil, solvents, anti-freeze and other related materials shall be stored in containers approved by the state Department of Health Services. Location and treatment of these containers shall be reviewed by the fire marshal, city engineer, director of public works and community development director or respective designees. A list of the hazardous or toxic materials stored at the station shall be submitted to the fire marshal.

6. **Hours of Operation** - Service stations may operate between the hours of 6:00 a.m. and 12:00 midnight. Operating hours between 12:00 midnight and 6:00 a.m. are subject to the provisions of La Verne Municipal Code Chapter 18.100 and Section 6.H of this specific plan regarding late night business conditional use permit approval.

7. **Orientation** - Service stations shall be oriented away from Foothill Boulevard, placing the main building between the pump aisles and the street. Pedestrian access to the main building from Foothill Boulevard shall be provided.

8. **Convenience Food Sales** - Convenience food sales may be permitted as an ancillary use to a gasoline service station if the

service station conforms to all other applicable provisions of this specific plan. A maximum of 1,000 square feet gross floor area may be devoted to convenience food sales. Convenience food sales are subject to the provisions of La Verne Municipal Code Chapters 18.44 and 18.108 and Section 6.E of this specific plan regarding drive-through or drive-in business and alcohol sales conditional use permit approval.



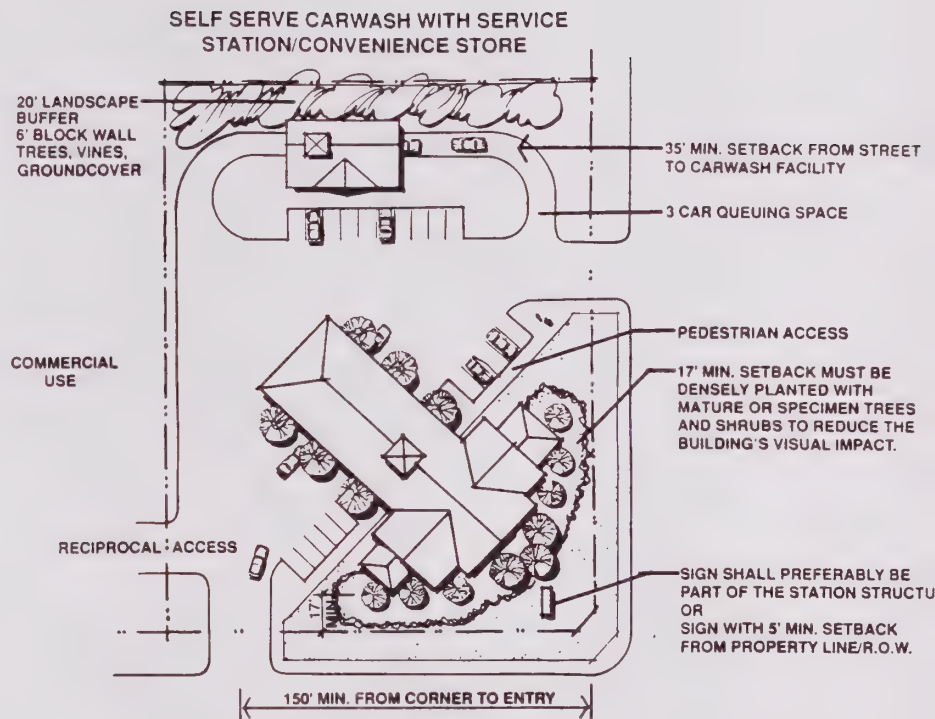
9. Self Serve

Carwash - Self-serve carwashes may be permitted as an ancillary use to a gasoline service station if the service station conforms to all other applicable provisions of this specific plan.

Self-serve carwashes shall provide a minimum three car queueing space, a gray water retrieval and recycling system and sufficient insulation to prevent adverse noise impacts to adjacent properties. Carwash auto circulation shall be entirely on-site.

The carwash facility shall be located to the rear of the station and shall be set back from the street a minimum of

35 feet. If adjacent to a residential zone, the facility shall be set back from the common property line a minimum of 20 feet.



10. Access - Driveways shall be placed no closer than 150 feet from the curb return.

11. Setbacks - Setbacks shall be measured perpendicular from the property line to the closest part of the building. Canopies and breezeways must comply with setback requirements. The setback shall be measured from the property line to the canopy cover, breezeway or cornice.

- a. Service stations shall have a minimum landscaped street setback of 17 feet. No parking may encroach into this setback. The street setback must be fully and densely planted with mature or specimen trees and shrubs to reduce the building's visual impact.
- b. If adjacent to a residential zone or school, interior property line setbacks shall be at least 20 feet with a 6 foot decorative block wall along the property line. Parking and circulation are permitted within this setback.

5. **Pedestrian Amenities** - All entertainment or recreational facilities with seating or capacity exceeding 1000 persons as determined by the Uniform Building Code, shall provide a collection of amenities including, but not limited to, courtyards, arcades, colonades, public art, water features, bench or wall seating and pergolas for pedestrian gathering and waiting. All entertainment or recreational facilities, regardless of size or capacity shall provide outdoor amenities to encourage foot travel and to accommodate the expected number of waiting patrons.

6. **Landscaping** - All landscaping for foundation planting and accent planting shall be mature at the time of installation. This will ensure that the large building mass and landscaping appear proportionate at the time of occupancy. Foundation and accent planting shall be placed to minimize the impacts of flat walls and tall vertical corners and to emphasize the facility's entry.

7. **Outdoor Display** - Outdoor displays, including but not limited to, showcases and information centers, shall be either permanent, freestanding, architecturally compatible kiosks or spaces formed as a structural component of the building.

Section 6.G Alcoholic Beverage Regulations

1. **Purpose** - This section establishes standards for the uniform regulation of alcoholic beverage sales within the commercial-office zone and within study sites permitting alcoholic beverage sales. Except as otherwise noted in this section, the provisions of chapter 18.80 of the La Verne Municipal Code shall apply.

2. **Regulations** - The City of La Verne recognizes that alcoholic beverage sales require special regulation due to impacts associated with noise, loitering, public disturbances and public safety demands. Due to these impacts, proliferation of alcoholic beverage permits within commercial/business centers shall be limited as shown in the following chart. A beer/wine permit may be substituted for a general permit. The chart sets the maximum number of permits allowed within a project, fewer may be permitted at the discretion of the planning commission.

5. **Signs** - All signs, including menu boards and directional signs, shall be indicated on the site plan. Menu board signs shall not face Foothill Boulevard, and speaker volumes shall be adjusted to ensure that no speaker noise is heard beyond the site boundaries. All signs must be developed in accordance with the provisions of this specific plan and Title 17 of the La Verne Municipal Code.

6. **Lighting** - All lighting fixtures shall be no higher than 18 feet from grade as defined in Chapter 18.08 of the La Verne Municipal Code and shall be shielded to avoid spilling light onto adjacent properties. Drive-in and drive-through facilities shall use uplighting from ground level and from reveals along building walls to emphasize architectural treatments. Additional lighting shall be placed where pedestrian pathways cross drive-through aisles.

6. **Landscaping** - Landscaping shall screen drive-through or drive-in aisles from the public right of way and shall be used to minimize the visual impact of readerboard signs and directional signs.

7. **Full Service Car Washes** - Full service car washes shall employ a water recycling system, shall be insulated to minimize noise impacts on adjacent properties and shall be oriented parallel to Foothill Boulevard or shall be completely screened from view. Full service car washes shall provide areas for auto drying and customer waiting. Drying areas shall be large enough to accommodate at least eight cars without encroaching into drive aisles or rights of way. Customer waiting areas shall incorporate benches, landscaping and amenities including, but not limited to, fountains, sculpture, information kiosks, enhanced paving and drinking fountains. Coin or token-operated self-serve car washing stalls are not permitted.

Section 6.F Entertainment Commercial Facilities

1. **Purpose** - This section establishes standards for the uniform regulation of entertainment commercial facilities throughout the Foothill Boulevard corridor.

2. **Orientation** - Entertainment commercial facilities shall face their primary entrances away from residential zones.

3. **Security Guards** - All entertainment or recreational facilities with seating or capacity exceeding 500 persons as determined by the Uniform Building Code, shall provide state licensed security guards to the satisfaction of the police department. Security guards shall be unarmed unless otherwise requested by the La Verne Police Department.

4. **Movie Theatre Showtimes** - All multiplex theatres shall stagger movie start and end times. At least one-third of all auditoriums shall provide a minimum one-half hour between shows. This third shall contain either the largest auditoriums or the most popular shows. At no time shall more than four movies begin within 15 minutes of each other.

3. **Hours of Operation** - Full service redemption centers shall remain open for at least 35 hours per week, with at least 8 hours open on Saturday or Sunday.

4. **Restrictions** - Full service redemption centers shall be fully staffed and provide either color coded igloos or a collection of automatic reverse vending machines to accept all eligible recyclable material. All centers shall be architecturally compatible with the host center. Roll-off storage boxes and truck trailers are not permitted.

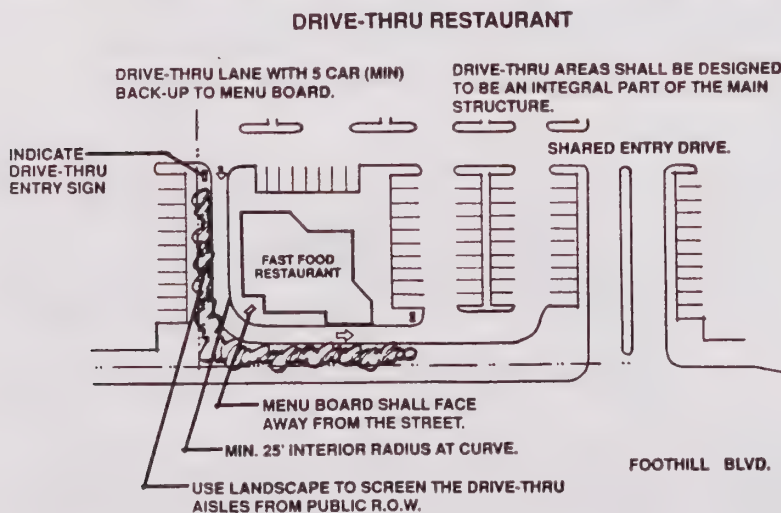
5. **Lighting** - No additional lighting shall be provided for a redemption center unless it is located in the rear area of the host center.

Section 6.E Drive-Through or Drive-In Businesses

1. **Purpose** - This section establishes standards for the uniform regulation and development of businesses which rely on vehicular drive-through or drive-in patronage. Such business include but are not limited to banks, savings and loans, convenience food sales, car washes, dairies and fast-food restaurants. Gasoline service stations are regulated under Section 6.C of this specific plan.

2. **Conditional Use Permit Required** - Drive-through or drive-in businesses shall obtain conditional use permit approval in accordance with chapters 18.44 and 18.108 of the La Verne Municipal Code.

3. **Circulation** - Drive-through aisles shall provide adequate queuing distance to accommodate five cars before the first stopping point. The first stopping point may be the menu board for drive-through restaurants, the gas pumps or vacuum bays for a car wash or the service window of a dairy. Aisles shall have a minimum 25 foot interior radius for any curves. Pedestrian walkways should not intersect the drive-through drive aisles, but where they do, they shall have a minimum 15 foot clear visibility, and they shall be emphasized by enriched paving.



4. Architectural Treatment -

Drive-through areas shall be designed to be an integral part of the main structure. All service areas, rest rooms and ground mounted and roof mounted mechanical equipment shall be screened from view. Drive-through or drive-in facilities shall be treated in conformance with this

specific plan's architectural guidelines, discouraging franchises' standard architectural products.

13. **Nonconforming Gasoline Service Stations** - Nonconforming service stations may upgrade their appearance by removing amortized signs, renovating facades and by modifying existing conforming sign structures and faces and may replace underground tanks and upgrade service facilities without regard to sections 6.C.8 or 6.C.11.

14. **Lighting** - No lighting fixtures shall exceed 18 feet in height measured from grade as defined in Section 18.08.240 of the La Verne Municipal Code. All light fixtures shall be shielded to avoid spilling light onto adjacent properties. Gasoline service stations shall use uplighting from ground level and from reveals along building walls and canopy pylons to emphasize architectural treatments.

15. **Architectural Treatment** - Gasoline service stations shall use full roof treatments with moderate pitch, varied parapet height and complete screening of mechanical equipment. Signs shall be architecturally compatible with the station and will ideally be part of the station structure. Massing and elevations shall conform to the design guidelines of this specific plan, providing interest and depth. Pump island canopies shall be architecturally treated and shall be designed as part of the station structure.

16. **Building Materials** - Service stations shall use facade materials to produce texture and to provide interest. Such materials include, but are not limited to, split-face block, brick, slump stone or textured block or stucco. No metal siding shall be permitted. Roof materials shall also provide texture and interest. Such materials include, but are not limited to, standing seam metal roofs and clay tile.

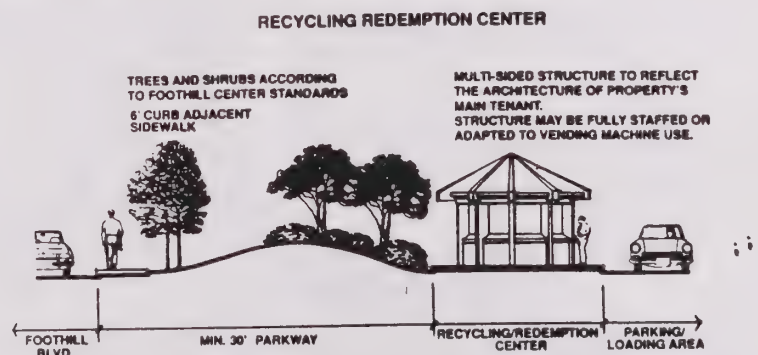
17. **Signs** - Service station signs shall be regulated by Section 5.T of this specific plan.

Section 6.D Full Service Redemption Centers

1. **Purpose** - This section establishes standards for the uniform regulation of redemption centers within the commercial-office zone.

2. **Location** - Full service redemption centers are subject to a precise plan review within the commercial office classification in accordance with Chapter 18.16 et seq. of the La Verne Municipal Code.

No more than two full service redemption centers shall be permitted within the Foothill Corridor. One shall be permitted within the one-half mile radius convenience zone serving the Wheeler Avenue/Foothill Boulevard intersection. The other shall be permitted within the one-half mile convenience zone serving the Fruit Street/Foothill Boulevard intersection. The full service redemption centers may not locate on required shopping center parking.



**Number of Permits/
Project**

Gross Floor Area of Project

1 beer/wine, off-sale

0 - 4,999 square feet

There shall be no more than 1 off-sale permit

1 general and
1 beer/wine, off-sale

5,000 - 49,999 square feet

There shall be no more than 2 off-sale permits

1 general and
2 beer/wine, off-sale

50,000 - 99,999 square feet

There shall be no more than 3 off-sale permits

2 general and
2 beer/wine, off-sale

100,000 square feet and
greater

There shall be no more than 4 off-sale permits

3. Standards

- a. On-site sale of alcoholic beverages must occur in conjunction with a bona fide eating establishment as defined in the California Business and Professions Code Section 23038.
- b. The design of on-site sale facilities shall conform with all Alcoholic Beverage Control Board regulations and shall separate food service areas from cocktail lounge areas. The area devoted to alcoholic beverage sales and service shall be incidental to that of food service.

4. Conditional Use Permit Required for On- and Off-Site Sale of Alcoholic Beverages - The planning commission may approve, conditionally approve or deny a conditional use permit for on- or off-site sales of alcoholic beverages through the findings listed in La Verne Municipal Code Section 18.80.040.

Section 6.H Late Night Businesses

1. Purpose - This section establishes standards for the uniform regulation of late night businesses the commercial-office zone and study sites permitting entertainment commercial, specialty commercial or visitor commercial uses. Except as otherwise noted in this section, the provisions of Chapter 18.100 of the La Verne Municipal Code shall apply.

2. **Conditional Use Permit Required for Late Night Businesses -**
Late-night businesses are subject to conditional use permit approval, within the commercial-office zone and study sites permitting entertainment commercial, specialty commercial or visitor commercial uses, in accordance with Chapter 18.44 and Section 18.100.030 of the La Verne Municipal Code.

Section 6.I Physical or Social Care Facilities

Any use providing physical or social care services, including, but not limited to, hospitals, senior housing, urgent care clinics, half-way houses, homeless shelters or rehabilitation or convalescent hospitals, may be permitted on any site within the Foothill Boulevard corridor subject to an approved conditional use permit.

Chapter Seven: Circulation Plan

Introduction

The circulation plan is based on the environmental impact report's worst case scenario. This scenario dictates that by 2001 the majority of Foothill Boulevard intersections will be overloaded, regardless of the best efforts of Caltrans, the City of La Verne, property owners and the development community. This scenario also predicts that the Route 30 freeway will not be built by 2001. The environmental impact report states that severe congestion will result in both the worst case and no project scenarios. Congested traffic on Foothill Boulevard will impact circulation in Foothill Boulevard commercial sites.

This plan provides comprehensive improvement requirements and on-site parking and circulation requirements to anticipate and to help ease the problems created by new development. Where applicable, the following improvements will be required as new development occurs. Keys in sections 7.A through 7.E refer to either the exhibit of roadway improvements or to the individual study site plans.

Section 7.A Intersection Modifications

| <u>Key</u> | <u>Location</u> | <u>Modifications</u> |
|------------|-----------------|--|
| I,J | Wheeler Avenue | Double eastbound left turn pockets to serve north La Verne; westbound deceleration lane for right turns. |
| P | B Street | Add median to prevent left turns from northbound B Street traffic and from westbound Foothill traffic. |
| Y,Z,AA | White/Fruit | Extend eastbound left turn pocket; add westbound deceleration lane; extend westbound left turn pocket. |

Section 7.B Median Improvements

| <u>Key</u> | <u>Location</u> | <u>Modification</u> |
|------------|-----------------|---|
| M | Foothill/Bixby | Close existing break in median by extending median across Marshall Canyon Wash. |

Section 7.C Traffic Signals

| <u>Key</u> | <u>Location</u> | <u>Improvement</u> |
|------------|-------------------|------------------------|
| F | Foothill/Moreno | Add intersection light |
| EE | Foothill/Bradford | Add intersection light |

Section 7.D Bus Turnouts and Shelters

| <u>Key</u> | <u>Location</u> | <u>Improvement</u> |
|-----------------|---------------------------|-------------------------|
| APN8381-007-024 | El Adobe | Add shelter |
| | E. of Chelsea | Add shelter |
| SS-4 | Site 4 and La Verne Plaza | Bus turnout and shelter |
| APN8666-001-013 | B of A | Bus shelter |
| APN8666-016-008 | McDonalds | Bus shelter |

Section 7.E Private Improvements

| <u>Key</u> | <u>Location</u> | <u>Improvement</u> |
|------------------------|-------------------|---|
| A APN 8661-021-024 | Sundance Hardware | Limit property to one access onto Foothill Boulevard; vacant parcel can be accommodated with access through Sundance parking area. |
| SS-1 | Site One | Limit to one access onto Foothill Boulevard and one onto Base Line Road. |
| B,C APN8391-003-046 | Shell Station | Provide deceleration lane on Foothill Boulevard; eliminate the two driveways closest to the intersection of Damien Avenue and Foothill Boulevard. |
| SS-2 | Site Two | Discourage access to Sentinel, gaining access to Damien using interparcel connection. |
| D APN8391-001-011 | Chevron Station | Eliminate driveway on Foothill Boulevard closest to Damien Avenue. |

| | | |
|-----------------|-----------------|---|
| E | Colby Center | Eliminate driveway and provide joint driveway with parcel located to the east. |
| APN8666-001-014 | | |
| F | Site Three | Install major access from the intersection of Moreno Avenue and Foothill Boulevard; east access jointly developed with Alpha Beta Center and west access jointly developed with Colby Center. |
| G | Wingate/Hawkins | Combine Wingate and westerly Herbert Hawkins driveways. |
| APN8381-007-028 | | |
| APN8381-007-003 | Pump House | Permit no access to Foothill Boulevard; take access to Wheeler Avenue via Del Taco property. |
| H | Bank of America | Widen Foothill Boulevard driveway. |
| APN8666-001-013 | | |
| K | Von's Center | Deceleration lane to west driveway; eliminate eastern driveway. |
| APN8666-014-029 | | |
| through 046 | | |
| L | El Adobe Center | Redesign for only one central access from Foothill Boulevard, provide a deceleration lane. |
| APN8381-007-024 | | |
| N | Toppers | Eliminate one Foothill Boulevard driveway. |
| APN8381-008-029 | | |
| O | K-Mart Center | Combine two westerly driveways into one central driveway with deceleration lane. |
| APN8381-008-024 | | |
| Q | Mastro Pharmacy | Relocate driveway 50 feet beyond the intersection and design for exit only. |
| APN8666-014-008 | | |
| R,SS-4 | Site Four | Main access at Foothill Boulevard and Emerald Avenue intersection; through La Verne Plaza Center; no access to theater from Dover; access at Dover to serve housing development. |
| T | La Verne Plaza | Combine two driveways to provide a central driveway with deceleration lane on Foothill Boulevard. |
| APN8375-001-018 | | |
| through 020 | | |

| | | |
|---------------------------|--------------|--|
| U APN8666- 015-009 | State Farm | Eliminate Foothill Boulevard driveway. |
| W APN8666- 016-008 | McDonalds | Redesign drive-through to eliminate existing Foothill Boulevard entrance; provide joint driveway with Site 5. |
| SS-5 | Site 5 | Limited to one driveway on Foothill Boulevard shared with McDonalds; interparcel access with Village at La Verne Center; joint access on Fruit Street with McDonalds; one additional access on Fruit Street. |
| V,X,SS-6 | Site 6 | Provide joint driveways on east and west Foothill Boulevard frontage; provide interparcel connections; one driveway on White Avenue and secondary access on Durward Way. |
| SS-7 | Site 7 | Central driveway opposite Towne Center Drive with traffic signal. Secondary entrances at north median break and south site boundary. |
| BB APN8666- 017-027 | Lucky Center | Combine two westerly driveways on Foothill Boulevard and provide one central access with deceleration lane. |
| BB APN8666- 017-014 | Michael J's | Eliminate driveway on Foothill Boulevard. |
| CC APN8370- 007-010 | Texaco | Eliminate Foothill Boulevard Driveway closest to the Towne Center intersection. |
| DD,SS-8 | Site Eight | Provide one central driveway on Foothill Boulevard to serve both parcels; provide Foothill Boulevard deceleration lane; permit only one alley access. |
| SS-9 | Site Nine | Permit emergency only driveway on Foothill Boulevard, with decorative gate; main entrance to be located on Williams Avenue. |
| SS-10 | Site Ten | Limited to one driveway on Fruit Street. |
| FF,SS-11 | Site Eleven | Secondary access on Bradford Street; joint driveway with Augustine's if consolidated and developed as one project. |

A Sundance Hardware, joint future driveway with parcel on east

B Shell Station, deceleration lane for westerly driveway

C Shell Station, eliminate driveway closest to Damien on Foothill and driveway closest to Foothill on Damien

D Chevron Station, eliminate driveway closest to Damien

E Colby Center, eliminate driveway and relocate to east with future Site 3 driveway (future access should have deceleration lane)

F MORENO intersection, signalize when Site 3 develops if warranted

G Wingate/Herbert Hawkins, combine Wingate driveway and westerly herbert Hawkins driveway

H Bank of America, widen driveway

I WHEELER intersection, double eastbound left turn pockets

J WHEELER intersection, westbound deceleration lane

K Vons Center, deceleration lane eliminate eastern most driveway

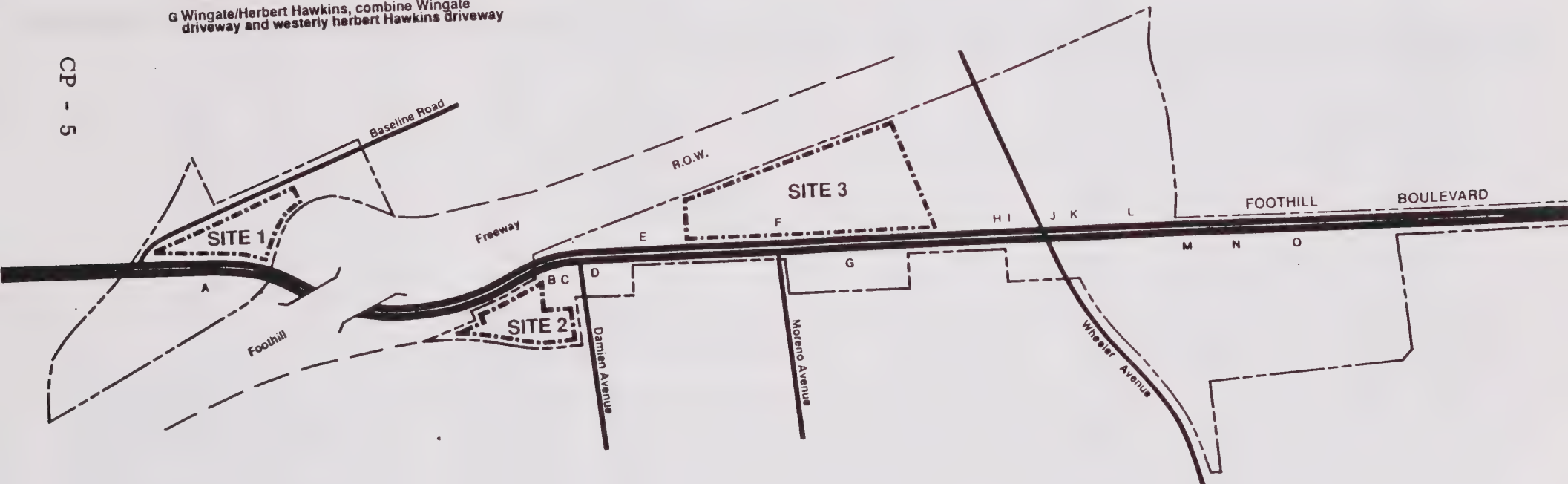
L El Adobe, redesign access to be one central driveway with deceleration lane

M Bixby across from Toppers, close median

N Toppers, eliminate both driveways

O K-mart, combine two westerly driveways into one and install deceleration lane

CP - 5



P B STREET, redesign median to limit northbound left movement

Q Mastro Pharmacy, relocate driveway within 50 feet of intersection westerly and sign as RIGHT TURN ONLY

R EMERALD intersection, Edwards entrance should be through intersection and it should be signalized

S Edwards, bus turnout and bus shelter

T LaVerne Plaza, combine two driveways and provide deceleration lane

U State Farm, eliminate driveway

V Kimura, provide joint future driveways east and west of site

W McDonalds, redesign drive thru; eliminate Foothill driveway in favor of future joint driveway with Site 5

X Kimura, provide joint future driveways east and west site

Y WHITE/FRUIT intersection, extend eastbound left turn pocket

Z WHITE/FRUIT, on Fruit close first driveway north of Foothill; on White provide double northbound left turn pockets

AA WHITE/FRUIT intersection, westbound deceleration lane and extend westbound left turn pocket

BB Lucky's Center, combine two westerly driveways and provide deceleration lane

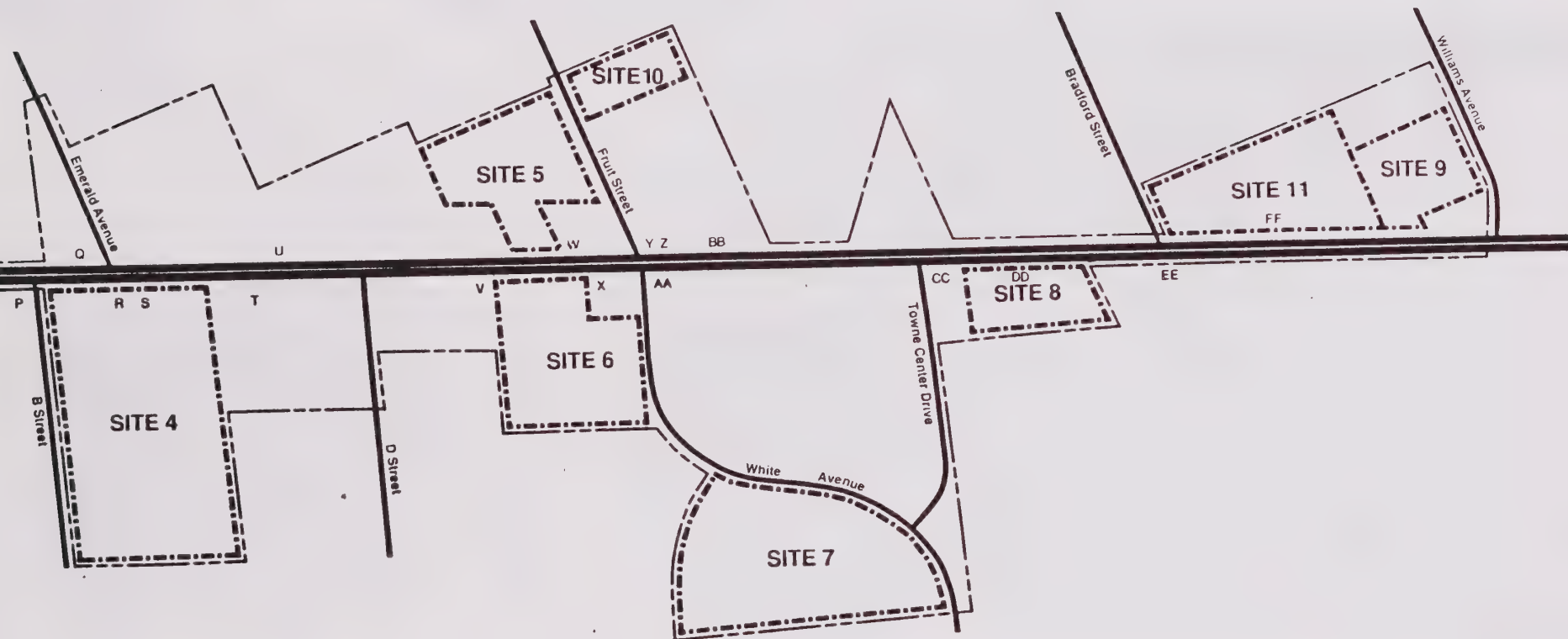
CC Texaco Station, eliminate driveway closest to intersection

DD Site 8, one central driveway with deceleration lane

EE BRADFORD intersection, signalize when warranted

FF Ford dealer, create joint driveway with Augustines

CP - 6



Section 7.F Visibility and Safety Requirements

1. Landscaping, signs and walls shall be limited to 30 inches in height within 25 feet of any driveway to protect visibility.
2. Trash enclosures shall not impair visibility.
3. To facilitate fire and emergency response, all roads, streets and buildings should be designated by name or street number signs clearly visible from adjacent streets. Monument or identification ground signs should attractively display block or address numbers.
4. All plantings within landscape medians and at property access points shall be selected to maintain line of sight for motorists. Shrubs shall be limited to 36 inches in height and trees shall have slender trunks and a minimum branching height of six feet.
5. Auto headlights in parking areas shall be screened such that they do not shine into adjacent properties or public rights of way.
6. All illumination of streets, parking areas and other project areas shall provide a variety of light quality and intensity, emphasizing areas of high vehicular and pedestrian activity with increased light intensity.
7. Parking area exterior lighting fixtures shall be high pressure sodium vapor and shall conceal the light source.
8. All parking area lighting shall be bright enough to satisfy the La Verne Police Department.
9. Parking area light standards shall not exceed 20 feet in height.
10. Parking area light standards adjacent to residential zones shall not exceed 12 feet in height and shall be directed and shielded to prevent light and glare spillover into the adjacent residential zone.
11. Fire lanes, if required, shall be installed to the specification of the City of La Verne Fire Marshal, including red curbing and posting with signs. Red curbing and fire lane signs shall be continually maintained.

Section 7.G Access and Improvement Requirements

1. Interparcel connections shall be required between commercial centers.
2. Driveways shall be minimized and placed 200 feet apart and 200 feet from the nearest intersection, where feasible.
3. Driveways shall be wide flared type and shall be installed to minimize the grade differential between adjacent streets and parking areas.

4. Driveways shall be designed such that entering vehicles do not interfere with the exiting vehicles. Main driveways shall employ entry medians.
5. Bridges shall have a minimum load limit of 40,000 pounds (20 tons) and be no narrower than the driving portion of the road serving each end. Major ingress-egress roads should have a minimum load limit of 80,000 pounds (40 tons).
6. Drive lane and parking lot grades should not exceed five percent.
7. Streets should intersect at as near to a right angle as possible, and no more than fifteen degrees skew.
8. Streets should intersect others on outside rather than inside horizontal curves.
9. Intersections should be offset a minimum of 150 feet.
10. Deceleration lanes shall be a minimum of 210 feet long and 10 to 12 feet wide, composed of a minimum 60' transition and 150' turn lane.

Section 7.H On-Site Parking Areas

1. On-site parking and loading shall be provided in accordance with Chapter 18.76 of the La Verne Municipal Code and Chapter 5 of this specific plan.
2. All on site parking areas shall be shown on a parking plan and shall be designed and installed to the specifications of the City of La Verne.
3. Loading and unloading areas, designed to be compatible with surrounding uses, shall be provided for all anchor tenants.
4. Parking areas shall not be used for loading or unloading or storage, unless otherwise permitted by chapter 5 of this specific plan. Outdoor sales and storage shall not occupy any required parking space or block any drive aisle.
5. Parking area striping, safety markings, stop signs, handicapped stalls and signs shall be continually maintained.
6. Internal streets and drive lanes should have a minimum radius of 250 feet (25 mph design speed).
7. Circulation within parking areas shall be designed to allow free flow and to avoid traffic constriction.
8. The first parking stall perpendicular to a driveway, or first aisle juncture, should be at least 40 feet back from the property line. Off street queueing area shall be provided such that an exiting vehicle does not block the first parking stall.

9. Long straight aisles and drive lanes shall be avoided to discourage excessive speeds and reduce safety hazards. Maximum straight length shall be limited to 200 feet.

10. Stop signs and painted stop bars shall be required in parking areas where drive lanes intersect.

11. Stop signs and painted stop bars shall be installed at all site egress points to public streets and alleys.

12. Parking aisles shall be aligned perpendicular to the major tenant's front entrance, facilitating pedestrian movement.

Section 7.I Alternative Transportation

1. Where feasible, bus turnouts and bus stops shall be located on the far side of intersections to reduce conflicts between busses and through traffic.

2. Transportation management programs, including but not limited to ride sharing, van pooling, commuter computer matching services, subsidized bus passes, staggered work hours, flextime and bicycle storage facilities shall be required for all commercial and/or office projects with more than 100 employees.

3. An internal jitney and taxi shelter with benches and trash cans shall be provided for all developments over 75,000 square feet in gross floor area.

Section 7.J Pedestrian Access

1. Pedestrian walkways shall be provided to reduce pedestrian/vehicle conflicts. Decorative paving and bollards shall be employed to provide safety and separation.

2. Pedestrian walkways shall be connected with public sidewalks, connecting buildings and activity areas within centers. Pedestrian walkways shall be provided connecting adjacent properties.

Section 7.K Bicycle and Motorcycle

1. One set of bicycle racks, accommodating at least six bicycles, shall be installed for each anchor tenant in a commercial center and for every additional 20,000 square feet of commercial-office development.

2. A separate and clearly marked motorcycle parking area accommodating at least 10 motorcycles shall be provided for each commercial and/or office development over 20,000 square feet in gross floor area.

Section 7.L General Requirements

1. All parking, circulation and access plans shall be reviewed and approved by the development review committee and the City of La Verne Traffic Engineer.
2. All driveways and curb cuts shall be reviewed and approved by the City of La Verne. All improvements shall be installed to the specifications of the City of La Verne and, if applicable, the California Department of Transportation. Public works and encroachment permits are required.
3. Improvements shall be installed as a condition of approval for all new construction. In the case of an existing condition, retrofitting shall be required in conjunction with the capital improvement programs outlined in Section 10 of this specific plan and/or with development requiring compliance with Section 18.72.120 et.seq. of the La Verne Municipal Code.

Chapter Eight: Architectural Design

Introduction

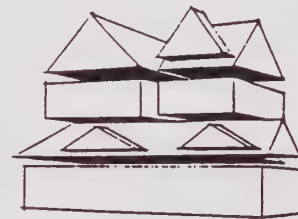
Design guidelines promote quality without restricting innovation or creativity. While these guidelines are not binding in every situation, they represent the Planning Commission's and the City Council's policy with respect to the quality of design expected for all Foothill Boulevard projects. Compatibility with surrounding developments is emphasized to achieve a unified image for Foothill Boulevard, but variety and distinctiveness in design and architectural styles are encouraged.

This chapter defines design elements and provides guidelines and standards.

Section 5.A Design Elements

1. **Mass** - Mass describes three dimensional forms, the simplest of which are cubes, boxes, cylinders, pyramids, and cones. Figure 1 shows how massing shapes a building. Use large or small massing to emphasize or subdue certain building elements, realizing that larger interior spaces create a larger building mass. Voids, or open spaces in massing, can alter the appearance of a simple mass, making it more interesting and less imposing.

2. **Scale** - Scale is the proportion of one object to another. Figure 2 illustrates "intimate" or "human" scale, with building and landscape elements of modest size. "Monumental" scale elements are large, presenting grand and permanent images. See Figure 3. Foothill Boulevard buildings, landscape and streetscape are mainly of monumental scale, using large setbacks, massive buildings, tall signs and tall landscaping.



SIMPLE FORMS



ASSEMBLED FORMS



ACTUAL BUILDING

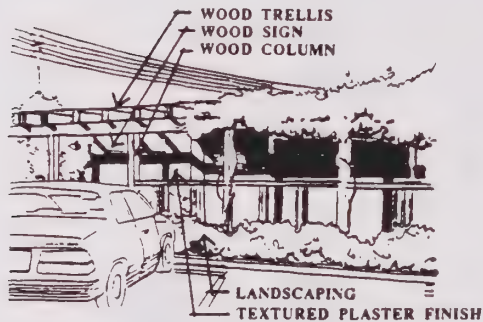
COMPONENTS OF MASSING

AD-1

3. **Rhythm** - Rhythm, like scale, describes the relationship of building components to each other or of one building to another (see Figure 4). Rhythm relates to the spacing of elements and can be described in terms of proportion, balance, and emphasis.



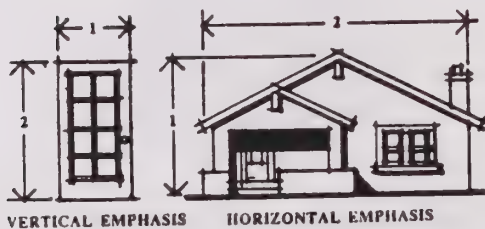
MONUMENTAL SCALE



ARCHITECTURAL DETAIL AND LANDSCAPING
PROMOTE INTIMATE SCALE

AD-3

symmetrical or asymmetrical, but their placement will produce similar visual impact. See Figure 6.



EXAMPLES OF PROPORTION

AD-5



INTIMATE SCALE

EXAMPLES OF SCALE

AD-2

Proportion is the ratio of one dimension to another, like the width of a building to its height. See Figure 5.



EXAMPLES OF RHYTHM

AD-4

Balance describes the visual equality between elements. Balanced elements may be



BALANCE IN ASYMMETRICAL BUILDING



BALANCE THROUGH SYMMETRY

VISUAL BALANCE

AD-6

- o Unequal proportions create directional emphasis, usually horizontal or vertical. A unique element may also create emphasis, providing a focal point with its prominence.



LARGE SCALE COMPONENTS-
LACK OF TEXTURE



SMALL SCALE COMPONENTS-
TEXTURE

TEXTURE CAN PROVIDE INTIMATE SCALE

AD-7

6. Light and Shade Contrast - Projections, recessions, patterns and textures contrast light and shade. The creative use of light and shade is an effective design tool giving a three-dimensional quality to building facades. Both the thin line of shade along a molded cornice or the deep shadow of a recessed entrance add definition to a building design and enrich the building's appearance. See Figure 10.



WOOD SHINGLES



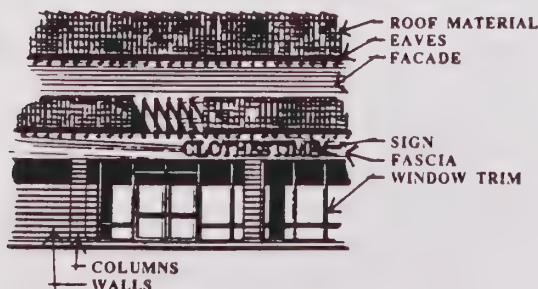
STONE



BRICK

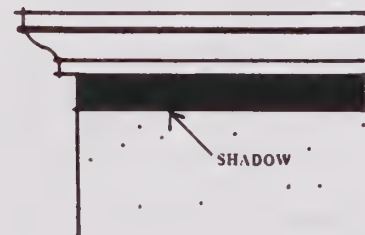
PATTERNS AND MATERIALS CREATE TEXTURE

AD-8



AREAS FOR BUILDING COLOR

AD-9



7. **Solid-to-Void Contrast** - The solid-to-void relationship between the total wall surface and its openings (such as doors, windows, or arches) is basic to the way a building is perceived. Older style buildings had more wall surface than openings, reflecting the building materials' inability to span wide openings. In many modern structures, particularly retail uses and curtain wall office buildings, the window area predominates, creating an open feeling. Where window and wall areas are equal, the building can be viewed either as a wall with windows or as windows surrounded by a wall. This ambiguity creates a static design, where neither element dominates.



EXAMPLES OF LIGHT AND SHADE CONTRAST
AD-10

8. **Unity/Diversity** - Elements of well-designed buildings convey a single idea. Individual buildings should have unity in scale, proportion, color and balance. For example a Neo-Classical office building has a symmetrical facade, tall columns and oversized doors, elements intended to convey both a monumental feeling and a sense of order and structure. A change of pace (diversity) within the corridor can serve as a landmark or focal point and is particularly suitable if the distinctiveness in architecture also denotes a difference in use.

9. **Historic Styles** - Contemporary forms can be used to interpret traditional design, arranging contemporary elements to reference historic architectural styles. There are three variations of the "Spanish Design" typical of Southern California providing a basis for contemporary designs in the Foothill Boulevard Specific Plan Area: Mission Revival, Spanish Colonial Revival and Pueblo Revival.

Mission Revival (approximately 1895 to 1915) originated in California, incorporating Spanish mission design elements into public and commercial buildings. Wall surfaces were usually white or light colored stucco. Raised parapets concealed low pitched roofs. Occasionally a fringe of red clay tiles lined the parapet ridge. Typical elements of the style include scalloped parapeted gable ends, quatrefoil windows (often accompanied by cartouches), arched openings and arcades.

Spanish Colonial Revival (approximately 1915 to 1940), a direct outgrowth of the earlier Mission style, was especially popular in the 1920's. Stucco walls, low pitched tile roofs and a limited number of openings, often deeply recessed characterized these buildings. Terraces and pergolas were used to link buildings with the outdoors. Glazed and unglazed tiles were used both as wall decorations and as floor surfaces. Windows, balconies and roof supports sported decorative ironwork. Commercial buildings in this style often used an elaborate ornamentation of cast concrete or terra cotta applied to the facade elements.

Pueblo Revival (approximately 1900 to 1930) was based on forms developed in New Mexico, but was not widely used in Southern California. Spanish Colonial Revival designs incorporated features of this style, including projecting vigas and parapet roofs. The primary characteristics of the style are thick adobe walls extending to form a parapet, flat roofs hidden by the parapet, rows of projecting vigas, small windows and brick terraces and porches.

Other historic building styles can provide appropriate references for contemporary design. The **Craftsman** influences of the Wingate House restaurant and the **Colonial Revival** design of the residence on the Fruit Street nursery site both provide examples of historic building styles indigenous to La Verne. While both of these were originally residential buildings, design elements from these buildings may be transferable to other buildings in the Specific Plan Area.

Section 8.B Design Guidelines

These guidelines apply to all construction within the Foothill Boulevard Specific Plan corridor, emphasizing pedestrian links, courtyards, inviting spaces, massing, scale and amenities.

1. Use Distinctive Massing - All buildings shall be designed to minimize the appearance of a large, single mass, and to provide intimate scale. See Figure 11. Building design shall:

- o Incorporate horizontal and vertical articulation.
- o Use arches, arcades, roof overhangs.
- o Use glass fronted entries, glass display windows or cases, and wall recesses. See Figure 12.
- o Incorporate multi-planed roofs. See Figure 13.



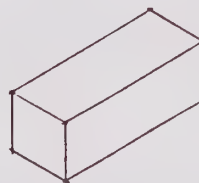
USE DISTINCTIVE MASSING

AD-11

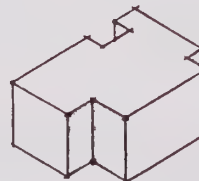


ROOF FORMS ADD VARIETY TO MASSING

AD-12



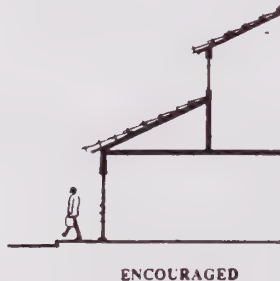
UNDESIRABLE
ARCHITECTURAL BOX



VERTICAL ARTICULATION

- o Use full roof treatments, eliminating mansard roofs.
- o Set back second stories from ground floor building line. See Figure 14.
- o Use loggias and balconies.

2. Use Variety and Consistency - Building and building component rhythm shall provide both variety and consistency.



USE ROOF TREATMENT AT FIRST FLOOR
TO LIMIT IMPRESSION OF HEIGHT

AD-14

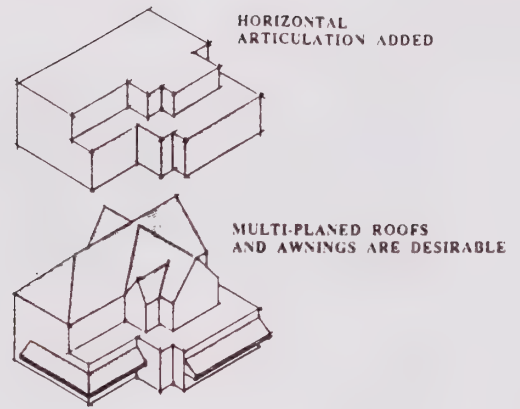
4. Limit Emphasis - Anchor store textures, colors and materials shall be consistent with those of the center, limiting the anchor store's emphasis. See Figure 15.



LIMIT EMPHASIS OF ANCHOR STORES BY ROOF
FORM AND USE OF CONSISTENT MATERIALS

AD-15

5. Use Varied Textures - New development texture and color palettes shall be large to provide for individuality. Each texture or color shall be repeated to provide a sense of unity. See Figure 16.



RECOMMENDED VARIATIONS IN MASSING

AD-13

- o Vary storefront components to provide breaks in the basic rhythm.
- o Design window, door and storefront proportions to be compatible with adjacent buildings.
- o Maintain a horizontal emphasis, with buildings wider than high.

3. Use Height for Balance - Tall design treatments shall be used to balance Anchor stores.



USE A REPEATING PATTERN OF MATERIALS

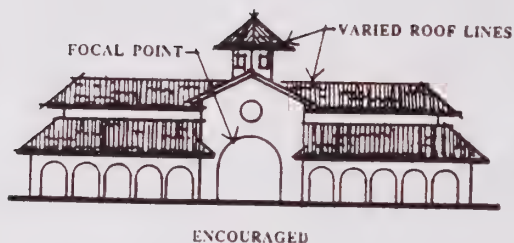
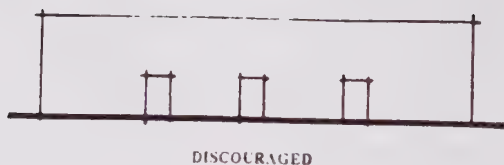
AD-16

- o Relate changes in material to changes in plane.
 - o Use materials consistent with the Spanish design theme to provide texture.
 - o Repeat anchor store facade materials in planters and entries elsewhere in the exterior.
- 6. Use Compatible Colors** - Colors used on any new or renovated building shall be compatible with those dominant in adjacent buildings. If the building's architecture accents the corridor, distinctive colors may be used, adding emphasis.
- o Use a maximum of five colors with a single, complementary accent trim color.
 - o Use only paint products, awning fabric or other color elements that are durable and fade resistant and recommended by the manufacturer for the proposed use.
 - o Use no bold, bright or garish colors as main building colors.
- 7. Provide Light and Shade Contrast** - Light and shade contrast enhances the 3-dimensional quality of the building.
- o Use horizontal and vertical articulation of the wall surfaces, such as reveals at the cornice, windows, or columns.
 - o Use wall surface recesses and projections. See Figure 17.
 - o Vary patterns and textures.
 - o Detail moldings at cornice lines or trim around doors and windows.
 - o Use arcades, covered walkways or pergolas.



PROJECTIONS AND DETAILS WHICH GIVE
LIGHT AND SHADE CONTRAST

AD-17



PROVIDE DIVERSITY WITHIN A DEVELOPMENT

AD-18

8. **Provide Unity Within a Development** - Each wall surface visible from a street, parking lot or adjacent property shall be treated as a major facade and shall be designed for public view. These areas shall also be landscaped in accordance with this specific plan's landscaping standards.

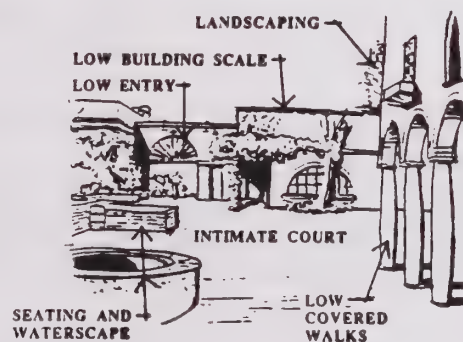
9. **Provide Diversity Within a Development** - New centers shall employ tall elements, defining focal points at activity centers. Varied rooflines shall also be used. See Figure 18. Distinctive uses shall be housed in distinctive buildings. For example, a movie theatre is encouraged to be stylistically distinctive from surrounding retail commercial buildings.

10. **Consider Historic Style Elements** - References to historic building styles shall be used to strengthen the link between contemporary structures and La Verne's history.

Section 8.C Design Standards

1. Site Design

- a. Provide convenient walking distances between buildings and between buildings and parking areas.
- b. Link buildings with outdoor plazas, pedestrian malls or similar amenities, providing coordination and continuity between buildings. These guidelines encourage creation of useable and attractive outdoor spaces. See Figure 19.
- c. Locate buildings and accessways to ensure outdoor plazas and courtyards are easily accessible and provide desirable sun and shade for users.
- d. Provide landscape buffers between large scale buildings and adjacent arterials to avoid overcrowding the street. (See Landscape Design for detailed standards).



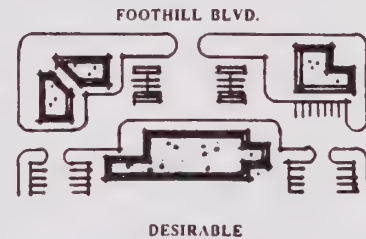
PROVIDE INTIMATE SCALE COMPONENTS

AD-19

- e. Provide appropriate areas in the site plan to accomodate ground signs and accompanying landscaping.
- f. Create or retain pedestrian linkages between project sites.
- g. Design and orient architecture and outdoor space toward pedestrians.
- h. Limit development along the street edge to 10% of street frontage.

2. Relationship to Parking

- a. Design buildings into separate units, creating small, linked parking areas rather than a single building with a single large parking lot. See Figure 20.



- b. Locate parking area entries on side streets if possible, maximizing Foothill Boulevard landscaping and minimizing pedestrian/vehicular conflicts. Design the Foothill Boulevard site entries with patterned pavers, differentiating the entry from the sidewalk.
- c. Locate parking access points at least 150 feet from the curb returns of street intersections.
- d. Design parking areas so that pedestrians walk parallel to moving cars.
- e. Link adjacent projects and parking areas with easily identified drive aisles. Provide reciprocal access easements for vehicular movements between sites.
- f. Direct vehicular circulation to the outer edge of the parking lot, avoiding service and pedestrian traffic.
- g. Link the building to the street sidewalk system, using walkways with enhanced paving, trellis structures and landscaping treatments.
- h. Avoid locating driveways and service areas where they interfere with Foothill Boulevard pedestrians.
- i. Use landscaped berms along street edges to reduce the visibility of parked cars.
- j. Use landscaping consistent with this specific plan within parking areas to aid pedestrian circulation, add color, and minimize large areas of asphalt.

DIVIDE LARGE PARKING AREAS

AD-20

3. Equipment Screening

- a. Screen rooftop equipment with architectural building features, not with fences or coverings.
- b. Screen ground level equipment with walls designed to complement the building, not with fences or coverings.

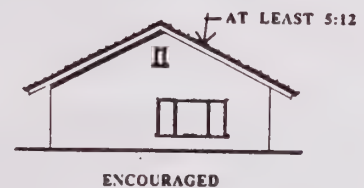
4. Automobile Screening

- a. Locate auto repair garages and automotive service areas not to be visible from the street.
- b. Screen auto storage areas from public view with solid walls and landscaping. Automobiles or trucks available for sale shall be partially screened from the street by the use of landscaped materials, low berms, bollards or other treatment.



5. Roofs and Roof Form

- a. Use shed, gable, and hip roof forms.
- b. Design roofs with a moderate pitch (not less than 5:12 or more than 12:12). See Figure 21.
- c. Use multi-planed roofs.
- d. Use varied colors.
- e. Use slate roofs where appropriate to the overall building design and where these provide a textured appearance to the roof.



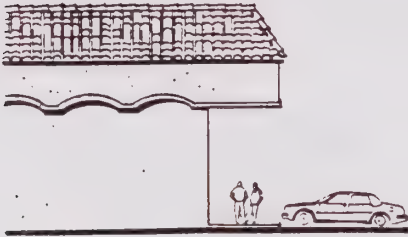
USE FULL ROOF TREATMENT AND STEEP PITCH

- 6. Fascia - Design the fascia width in proportion to the roof area and wall or storefront surface.

AD-21

7. Wall Materials and Colors

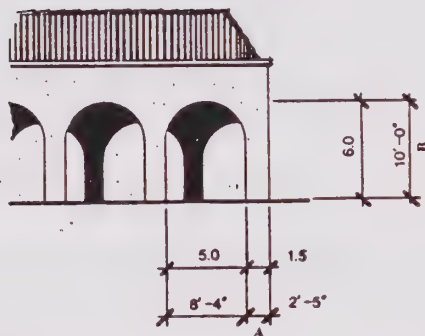
- a. Use masonry, including slump stone, brick and native stone. Avoid painting masonry, letting natural textures and colors provide character.



AVOID BLANK END WALLS

- b. Use horizontal V-groove wood siding or wood shingles.
- c. Use solar gray glass.
- d. Do not use wood as the sole material.
- e. Do not use aluminum or plastic siding.
- f. Do not use reflective glass.

- g. Do not use imitation materials, such as simulated wood, stone or masonry.

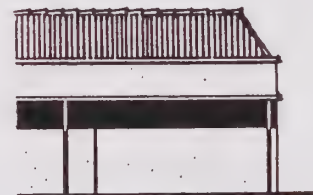


RECOMMENDED COLUMN RATIOS

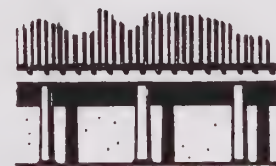
AD-22

8. Arcades

- a. Use either square or round columns. The height "B" should be approximately 4 times the width of "A". See Figure 22.
- b. Use columns under a straight, overhanging eave as a variation to the traditional arcade, if desired. Poles, spindles or thin posts are not permitted. See Figure 23.



POLES AND POSTS
NOT PERMITTED



ROUNDED COLUMNS
PERMITTED

PERMITTED COLUMN TYPES

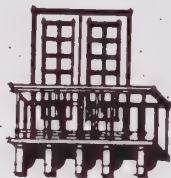
AD-23

9. Trim and Accent Materials

- a. Use ceramic tile and rough hewn wood.
- b. Use iron grillwork, particularly for balconies or railings.
- c. Use terra cotta or cast stone decorative details.
- d. Use column capitals and bases.
- e. Use structural trim outlining doors, windows and architectural features.



AWNINGS



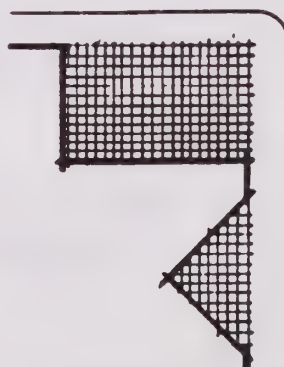
BALCONY AND DOORS

USE WINDOW ACCENTS

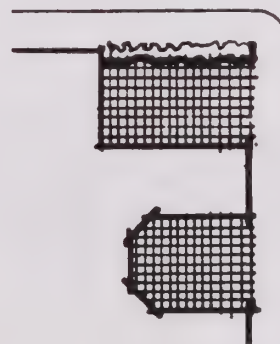
10. Windows and Doors

- a. Use projecting bay windows.
 - b. Use tile, plaster or stone trim.
 - c. Use awnings and protective overhangs.
 - d. Use shallow balconies and French doors.
- e. Recess windows and doors deeply and include overhanging moldings and sills.
 - f. Use iron grills on upper floor levels supported by pediment windows on lower levels.
 - g. Use planter boxes and pot shelves below windows.
 - h. Use pediments at entry doors.

11. **Plazas** - Provide plazas and courtyards between public and private spaces at focal points and activity centers. Design plazas and courtyards with at least three strong edges. See Figure 24. The location of plazas and the size and location of surrounding buildings should be carefully designed to avoid shading during peak activity hours.



UNDESIRABLE



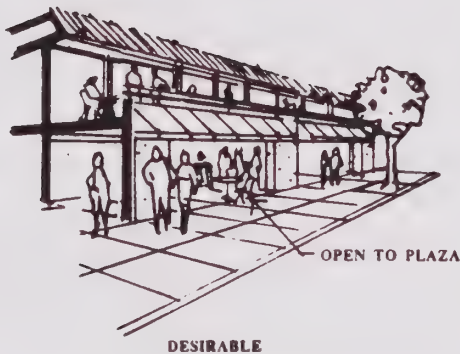
DESIRABLE

DESIGN PLAZAS WITH STRONG EDGES

AD-24

12. Amenities

- a. Use fountains, waterfalls, and water features.
- b. Provide sculptures and mobiles.
- c. Use clock towers and kiosks.



OUTDOOR CAFES ARE ENCOURAGED

- d. Use flags and banners to emphasize paths, entries and courtyards. See Figure 25.
- e. Use bells, carillons, and wind chimes.
- f. Provide benches, low walls, chairs or other seating in courtyards and plazas.
- g. Provide bollards, planters, low walls or other physical barriers between traffic (vehicular or pedestrian) areas and resting places.
- h. Design pergolas, canopies, trellises and other overhead structures to provide partial shade and to inspire a sense of physical enclosure.
- i. Provide drinking fountains.

13. Lighting

- a. Use tivoli lighting to outline rooflines.
- b. Use indirect neon to accent building reveals or to define activity or seating areas.



FLAGS AND BANNERS ARE ENCOURAGED

AD-25

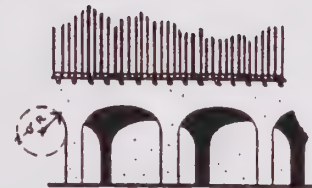
- c. Use antique style fixtures to light walkways.
- d. Highlight architectural interest elements with uplighting.

14. Mediterranean or Spanish Styles

- a. Use either clay or concrete tile in shades of red, brown and terra cotta.
- b. Use heavy wood beams.
- c. Use random-texture, sand finished, or lightly troweled plaster.
- d. Use full or half-circle arches.
- e. Where modified arches are used, the intersection of the modified arch with the vertical column shall contain an arc with a minimum two foot radius. See Figure 26.
- f. Use wood shutters.
- g. Use plaster arches over doors.
- h. Use exposed, heavy appearing, wood structural beams and support posts.
- i. Use heavy wood, paneled or carved doors with iron or brass knobs, handles and hinges.



UNDESIRABLE



DESIRABLE

MODIFIED ARCHES SHALL USE
ARC AT INTERSECTION

AD-26

Section 8.D Architectural Styles

Stylistic variation is encouraged along the Foothill corridor. The Development Review Committee will develop for council review a list of architectural styles that perform well in commercial retail or office applications and would be acceptable alternatives to a Spanish or Mediterranean style.

Chapter Nine: Landscape Design

Introduction

The Foothill Boulevard Corridor streetscape is comprised of 100' of state highway right of way including medians and sidewalks, and private parkways up to 20' deep. The Foothill Boulevard Committee conducted a comprehensive analysis and made extensive and specific recommendations for improvement and renovation of the Foothill Corridor landscaping.

While these guidelines are not binding in every situation, they represent the Planning Commission's and the City Council's policy with respect to the quality of design expected for all Foothill Boulevard projects.

Section 9.A Caltrans Regulations

Foothill Boulevard is a state highway with the California Department of Transportation (Caltrans) having the authority to review and approve any improvements within the right of way. Caltrans strictly regulates plant materials and irrigation design.

All planting proposed in this specific plan is to occur outside the state right of way. No tree should be closer than 7.5 feet to the outside face of curb. Within the state right of way the City will promote:

- o Resetting of alluvial stone in medians.
- o Turf renovation in medians.
- o Irrigation evaluation and/or renovation in medians.
- o Tree pruning and/or removal.

Caltrans must approve any paving, lighting or street sign alteration within the 100' right of way and issue an encroachment permit before any work commences.

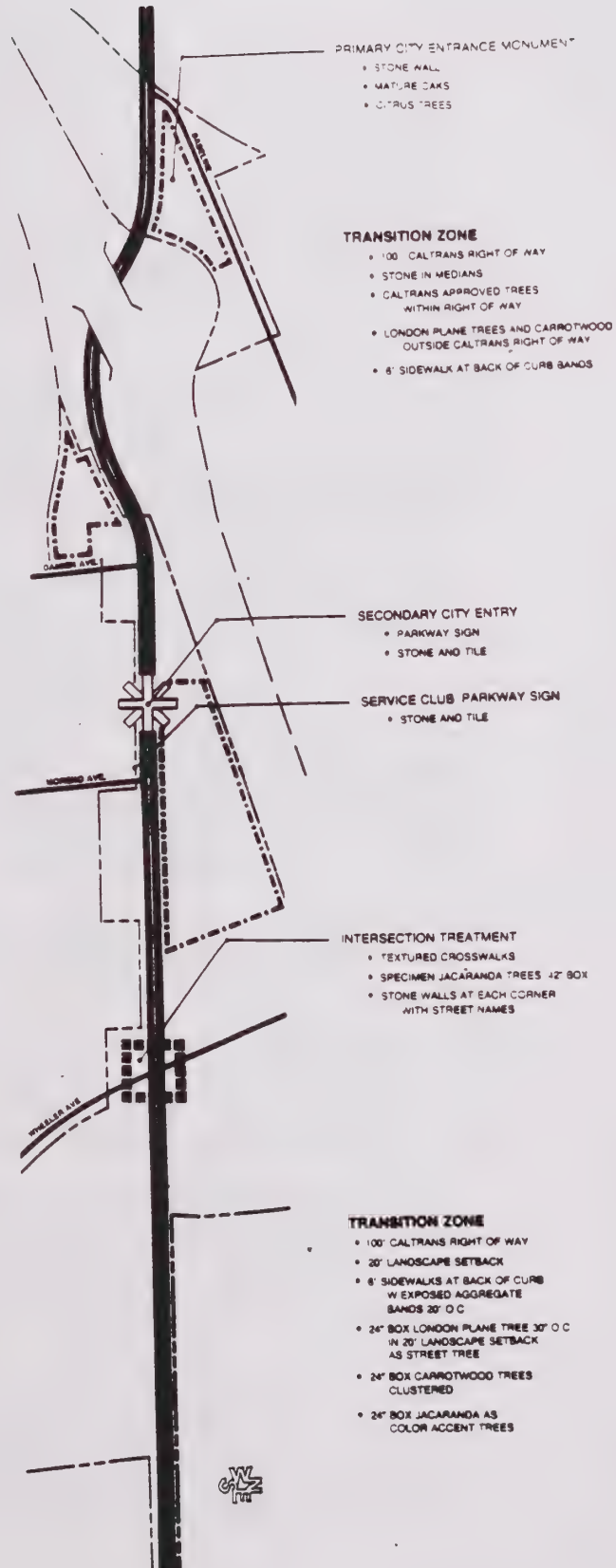
Section 9.B Landscape Design Concept

The landscape design concept for the Foothill Boulevard corridor responds to both the Foothill Boulevard Committee's recommendations and the proposed general plan's Community Design Element. The concept establishes a consistent streetscape treatment, unifying the corridor and setting La Verne apart from other foothill communities.

Monument signs identify the east and west entries to the City. From both entry signs, dense plantings of London Plane Trees, Carrotwoods, and accented with purple flowering Jacarandas line the "transition zones". The "Foothill Center" is in the middle, distinguished by deep landscape setbacks, dense planting, pedestrian amenities, highlighted intersections, and meandering sidewalks. See figures 1 and 2.

1. Entry Signs - One entry statement and two entry signs will clearly identify La Verne's western and eastern edges.

- o The landscaped entry statement is located at the intersection of Baseline Road and Foothill boulevard, on a portion of Site 1.
- o The western entry sign is located halfway between Damien and Moreno avenues.
- o The eastern entry sign is located just east of Bradford Street.
- o The service club sign is located 200 feet east of the City's western entry sign.

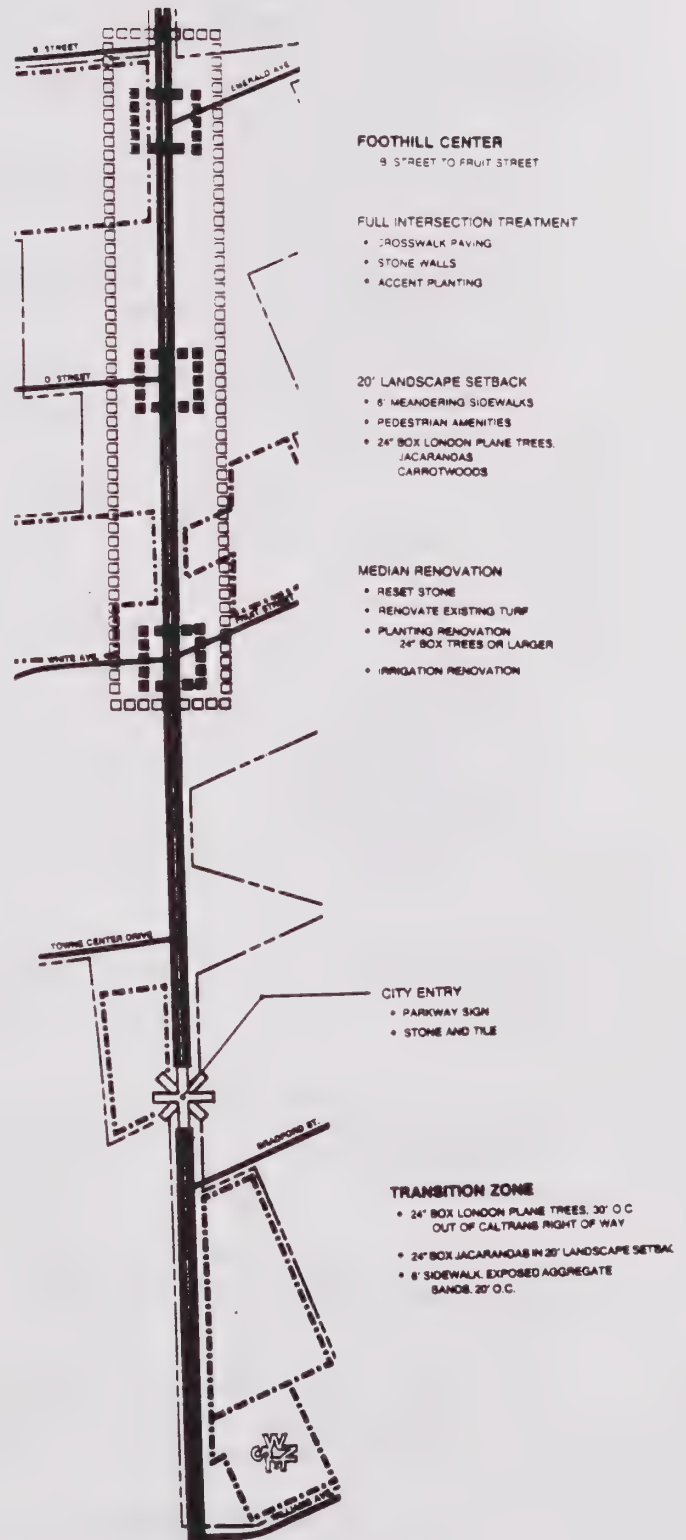


LD-1

2. **Intersections** - Major specimen accent trees, stone walls, colorful shrubs, groundcover, vines, turf and special crosswalk paving will highlight major north-south intersections at Wheeler Avenue, Emerald Avenue, "D" Street and White/Fruit Streets. The highlighting treatment will contribute to the unified corridor image, will add to the feeling of "place" within La Verne and will aid street identification with the names of the streets located on the wing walls at each corner.

3. **On-Site Landscape** - Design of private projects and their relationship to the Foothill Corridor is very important to the success of this plan. They must relate to and incorporate the corridor streetscape and address:

- o Parking area design, landscaping and lighting in accordance with this plan.
- o Building screening and visibility windows.
- o Service area screening.
- o On site tree preservation.
- o Landscape buffers between dissimilar land use zones, such as commercial and residential.
- o Provision of pedestrian amenity areas connecting the project with the landscape setback and building.



4. Transition Zones - "Transition zones" are those areas between the entry signs at each end of the City and the Foothill Center. Their median and parkway planting establishes a theme that distinguishes La Verne and leads to the corridor's hub at the Foothill Center.

5. Foothill Center - Foothill Center is the commercial core of the corridor and runs two blocks from "B" Street to Fruit Street. The streetscape within this area will:

- o Separate the pedestrian from the street by moving the six foot banded sidewalk from the curb, meandering within the 20' landscape setback.
- o Provide a substantial landscape buffer between the street and the pedestrian sidewalk.
- o Create pedestrian amenity areas adjacent to the sidewalk through the development of plazas, seating areas and bus shelters.
- o Provide a consistent and colorful central corridor spine through median stone and planting renovation within Caltrans regulations.
- o Provide a sense and perception of unity and flow through the use of a new plant palette.
- o Provide historically-based pedestrian lighting.
- o Reinforce La Verne's popular image as a green, friendly and highly desirable place to live, work and shop.

6. Medians - The City will upgrade medians within Caltrans' limitations resetting rock and renovating turf and irrigation. Trees in the medians are to be evaluated as to their health, form, and aesthetic value. Replacement and additional trees will be considered with Caltrans approval.

The extent and severity of Caltrans restrictions within the right of way limits the medians' design potential. Until Foothill Boulevard is turned over to the City of La Verne, the parkways alone must convey the design concept.

7. Parkway - Landscaped parkways vary in width from 26' to 40' from the face of curb, depending on monument sign placement and location of deceleration lanes. The parkways will include:

- o Densely planted, vertically-oriented deciduous trees adjacent to Foothill Boulevard and broad canopy evergreens clustered and scattered throughout the mounded landscape setback.
- o A minimum 20' setback from the back of the sidewalk adjacent to deceleration lanes.
- o Accent trees tying together intersection accent trees.

- o Six foot wide sidewalks in the transition zone, located at the back of the curb.
- o Six foot wide sidewalks in the Foothill Center meandering throughout the parkway.

Section 9.C Design Standards

1. **Entry Statement** - A city entry statement is proposed for the westernmost portion of the triangular lot at Foothill and Baseline Road. See Figure 3. The entry monument facing eastbound traffic should:

- a. Include a four foot high by 15 foot long semi-circular, local river rock sign with a concrete cap and cast bronze letters.

- b. Include a landscape area in front of the sign planted with a low, drought tolerant groundcover such as *Coprosma kirkii*, *Arctostaphylos hookeri* 'Monterey Carpet'; or *Ceanothus griseus horizontalis* 'Yankee Point'.

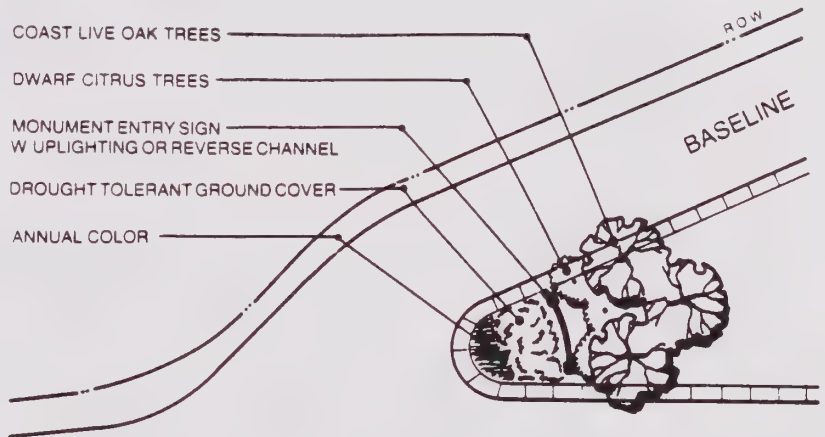
COAST LIVE OAK TREES

DWARF CITRUS TREES

MONUMENT ENTRY SIGN
W UPLIGHTING OR REVERSE CHANNEL

DROUGHT TOLERANT GROUND COVER

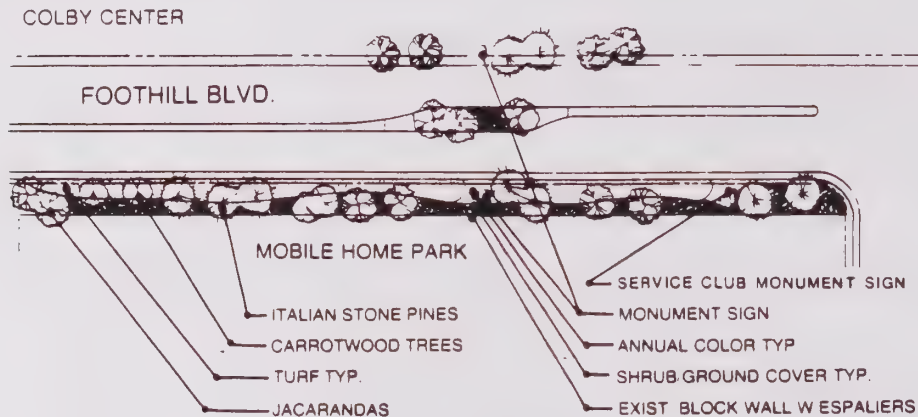
ANNUAL COLOR



- c. Include ground cover throughout the entry sign area such as *Baccharis pilularis* 'Twin Peaks' or *Mitsua* Yellow *Gazania*.

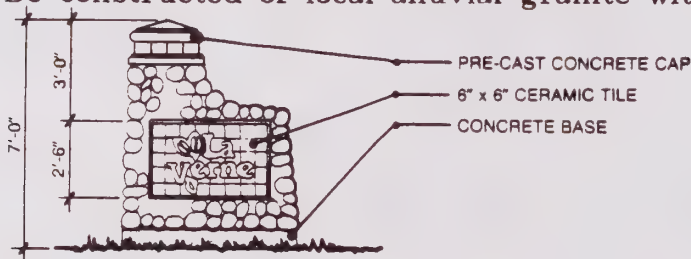
- d. Include ground lighting of the sign using KIM 5006 Direct Burial Sign Lighter, T-4, 250w Quartz.
- e. Include a row of 36" box dwarf orange and lemon trees planted behind the stone sign.
- f. Include a grove of three mature California live oaks planted behind the row of citrus trees.

2. **Parkway Entr Signs** - There shall be two parkway city entry signs, one located between Damien Avenue and Moreno Avenue, and the other approximately 150' west of the centerline of Bradford Avenue. See figures 4 and 5. The two entry signs shall:



LD-4

- a. Be located out of the Caltrans right of way in the 20'-30' landscape setback.
- b. Be constructed of local alluvial granite with a pre-cast concrete cap.



MONUMENT SIGN

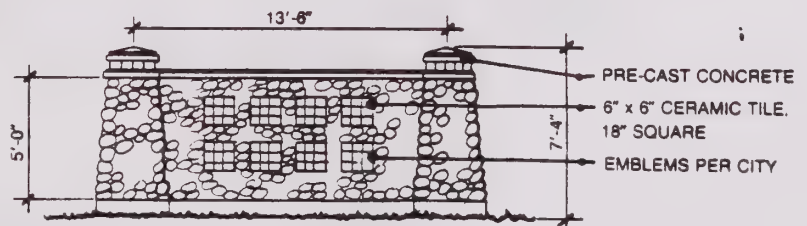
LD-5

- c. Maintain the design and dimensions indicated on Figure 5.
- d. Contain the name of the City in 6" x 6" glazed ceramic tile.

- e. Include KIM 5006, direct burial, 120v., T-4, 250w., Quartz, ground lights.
- f. Include one, 42" box Jacaranda mimosifolia, directly behind the sign.

3. **Service Club Sign** - One service club sign shall be located approximately 200' east of the west end City entry sign. This sign shall:

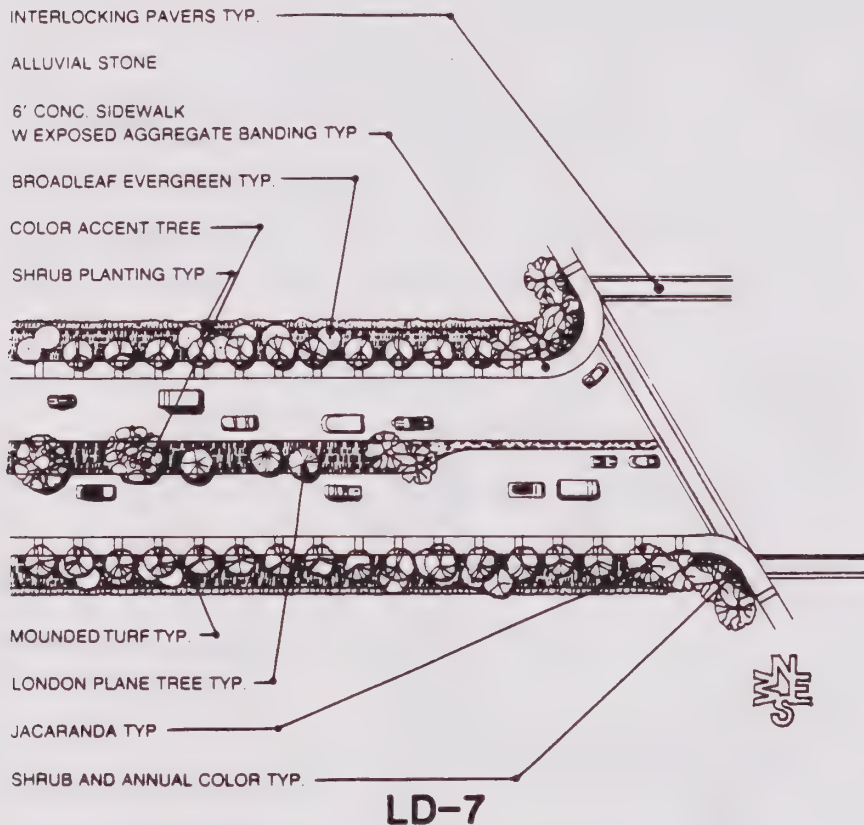
- a. Maintain the design and dimensions illustrated in Figure 6.
- b. Be located out of the Caltrans right of way in the landscape setback area.



MONUMENT SIGN FOR SERVICE CLUBS

LD-6

- c. Contain the emblems of as many as eight service clubs to be provided by the City.
- d. Contain emblems 18" square, made up of nine, 6" x 6" glazed ceramic tiles.



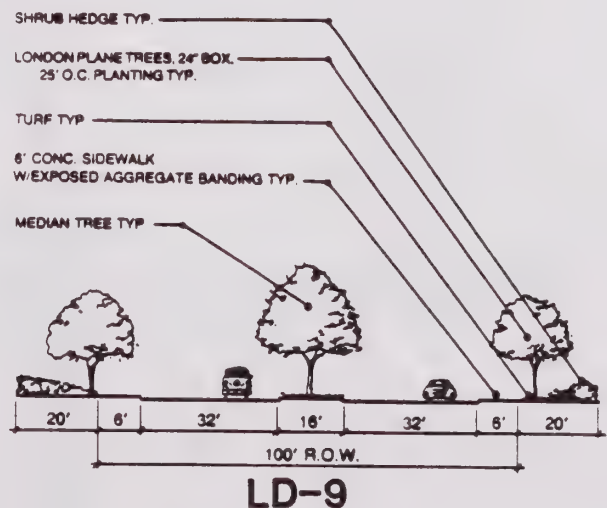
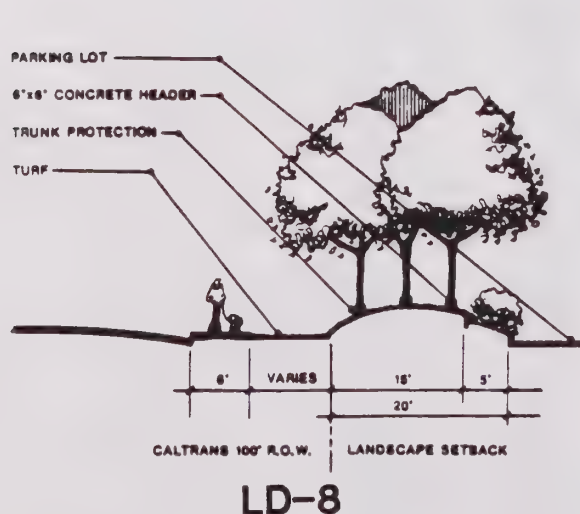
- e. Include direct burial, KIM 5006 sign lighters

4. Transition Zone Parkways- See figures 7, 8 and 9.

- a. Install a six foot sidewalk with a 24 inch exposed aggregate band every 20 feet.
- b. Plant tall fescue grass from the outside edge of the sidewalk to the edge of the 100 foot right of way.
- c. Install mounded tall fescue turf from the parkway edge of the right of way,

to a point 5' feet from the edge of the 20' landscape setback.

- d. Plant a row of 24" box Platanus acerifolia - London Plane Trees at 25' O.C., 2 1/2 feet behind the Caltrans right of way line.

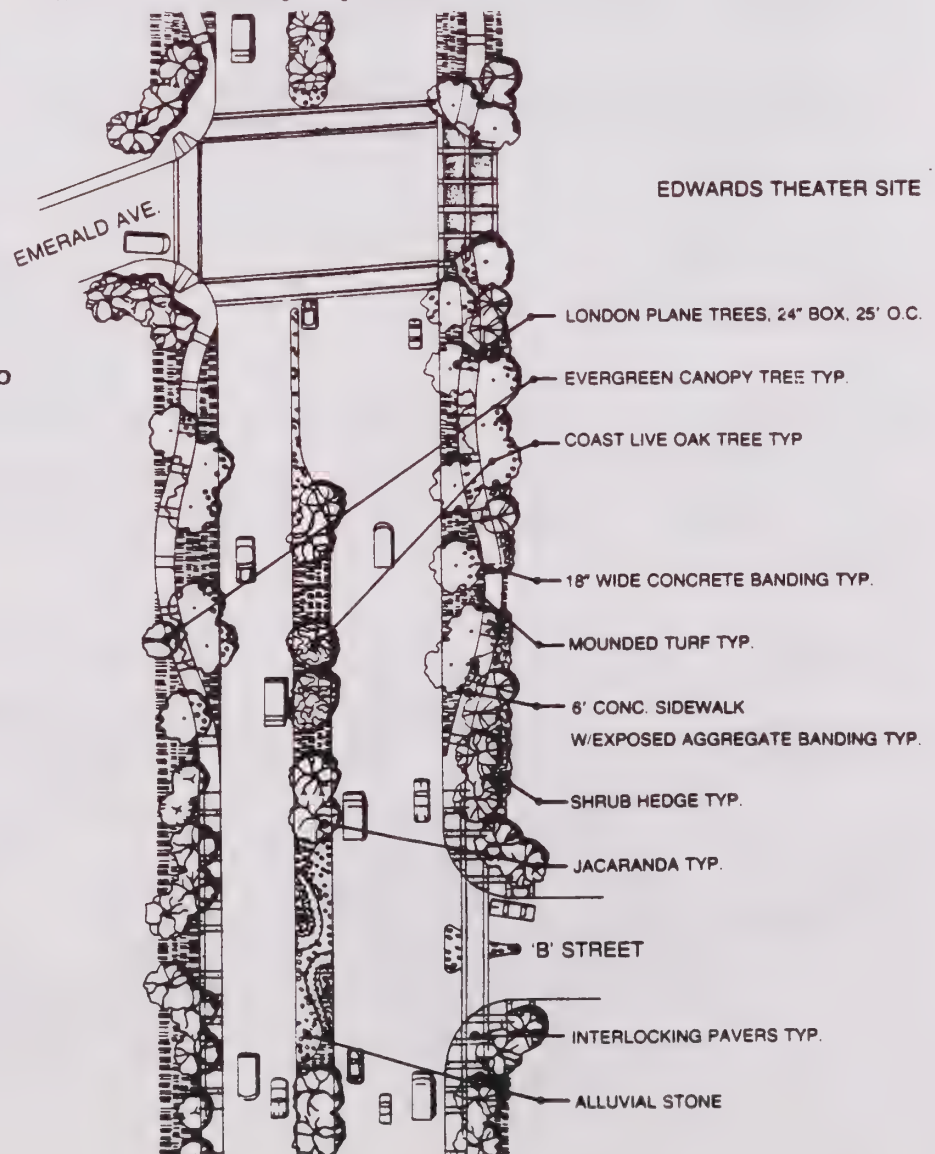


- e. Trees planted in the turf shall be:
- o 60% - *Cupaniopsis anacardioides* - Carrotwood
 - o 25% - *Platanus acerifolia* - London Plane Tree
 - o 10% - *Hymenosporum flavum* - Sweetshade
 - o 5% - *Jacaranda mimosifolia* - Jacaranda
- f. Triangularly space trees at 20' O.C. in all directions.
- g. Separate shrubs from the turf with a meandering 6" x 6" concrete header mow strip.
- h. Choose shrubs from the following list:
- o *Agapanthus africanus* - Lily of the Nile
 - o *Escallonia compacta* - Dwarf Escallonia
 - o *Hemerocallis* species - Daylily - red, orange, and yellow
 - o *Hibiscus rosa-sinensis* - Chinese Hibiscus
 - o *Raphiolepis indica* - India Hawthorne
 - o *Xylosma congestum* - Shiny Xylosma

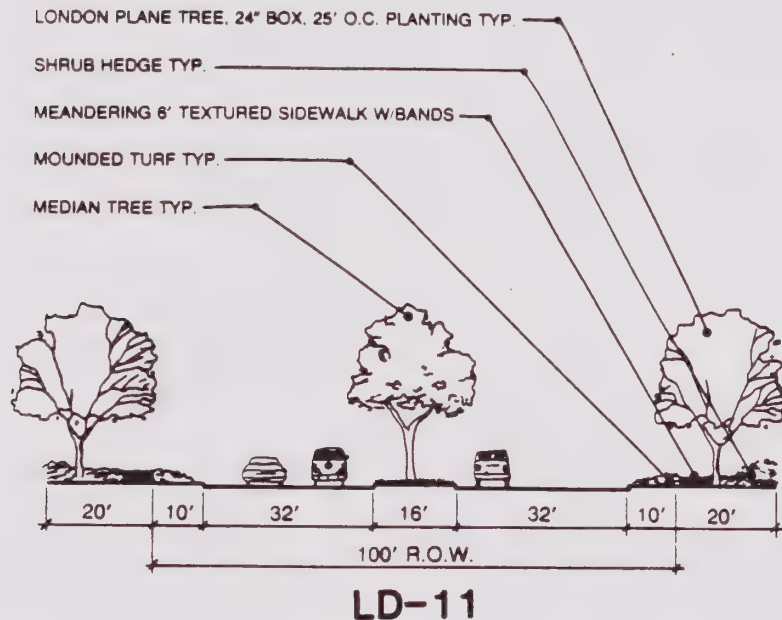
Other shrubs will be considered if proposed, based on their form, color, texture, and compatibility with other corridor shrub planting.

- i. Use pop-up heads for all irrigation within the landscape setback, with valves separate from on-site landscape.

5. Foothill Center Parkways- See figures 10 and 11.



- a. Install a meandering sidewalk with a "Rugasol" or equal, retardant finish, with 24 inch smooth trowel finished bands every 20 feet. The sidewalk should have horizontal as well as vertical curves.



- b. Plant 24" box London Plane trees 2 1/2 feet behind the Caltrans right of way line at 25 feet O.C.

- c. Use trees, shrubs, and turf within the mounded turf landscape setback, conforming to the types, sizes and spacing specified in the transition zone section.

- d. Locate pedestrian seating areas adjacent to the sidewalk, no greater than 200 feet apart.

- e. Design sidewalks to be coincident with bus shelters.

- f. Locate pedestrian lights on alternate sides of the sidewalk, producing a minimum of 1.5 foot-candles at 16,000 lumens throughout the sidewalk area.

- (1) Use KIM, one-piece sphere, clear acrylic with refractor lens, high pressure sodium, 150 watts, B4-417.

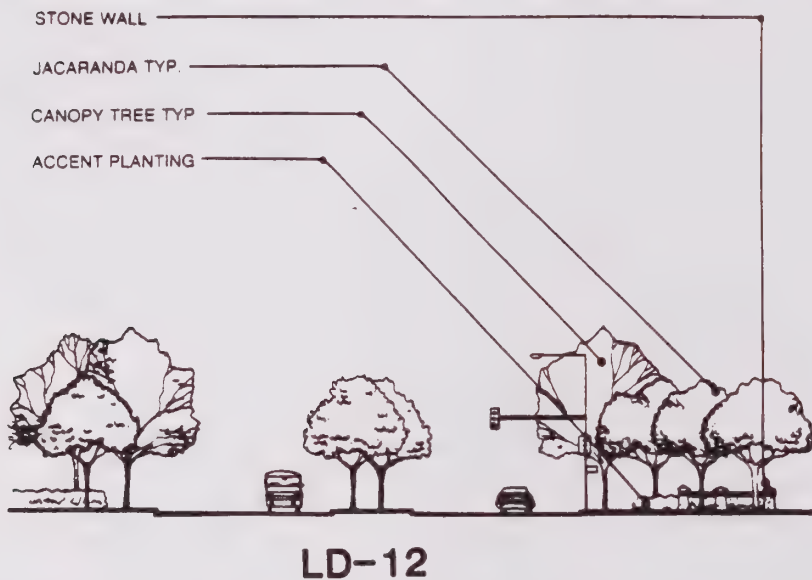
- (2) Mount fixtures on 12 foot poles, PB12T-34188, DB-E finish.

6. Medians

- a. Reset river rock paving on median ends.
- b. Trim and maintain trees on the medians to enhance their health and aesthetic appearance. Improve and maintain turf grass with fertilization and overseeding during the fall and winter months.

- c. Use tensiometers with the irrigation system on the medians to better measure and determine moisture requirements for the grass.
- d. Obtain encroachment permits from Caltrans for any proposed median work.

7. Major Intersections - The major intersections on Foothill Boulevard are Wheeler Avenue, Fruit Street (north) and White Avenue (south), "D" Street and Emerald Avenue. See Figure 12. At these intersections:



- a. Use a 3'-4' high, natural alluvial stone wing wall with a precast concrete cap.
- b. Include the name of the parallel street in 6" x 6" glazed ceramic tile on each wing wall.
- c. Locate the sign on a raised mound set back a minimum of 15' behind the back of the sidewalk.

- d. Include a minimum of three, 42" box Jacaranda mimosifolia trees behind the proposed stone walls.
- e. Include direct burial ground lighting, 120V., KIM 5006, T-4, Quartz, 250w.
- f. Include planting of either turf, flowering shrubs, or flowering annuals, on the mound in front of the sign.

(1) Turf, when used, shall be tall fescue.

(2) Choose shrubs from the following group:

- o Agapanthus africanus 'Peter Pan' - Dwarf Lily of the Nile
- o Carissa grandiflora 'Tuttle' - Dwarf Natal Plum
- o Hemerocallis - Daylily, Red, Orange, Yellow
- o Pittosporum tobira 'Wheeler's Dwarf' - Dwarf Mock Orange ;
- o Raphiolepis indica 'Ballerina' - Dwarf India Hawthorne

(3) Plant a minimum of two flowering vines on each wall to accent and soften the stone. Choose vines from the following group:

- o *Clytostoma callistegiodes* - Violet Trumpet Vine
- o *Distictis buccinatoria* - Blood-red Trumpet Vine
- o *Macfadyena unguis-cati* - Cat's claw
- o *Passiflora jamesonii* - No common name

(4) Choose ground cover from the following group:

- o *Aptenia cordifolia* - Red Apple
- o *Mitsuwa Yellow Gazania* - Gazania
- o *Hedera helix* 'Needlepoint'- Needlepoint Ivy
- o *Polygonium capitatum* - Pink Clover Blossom

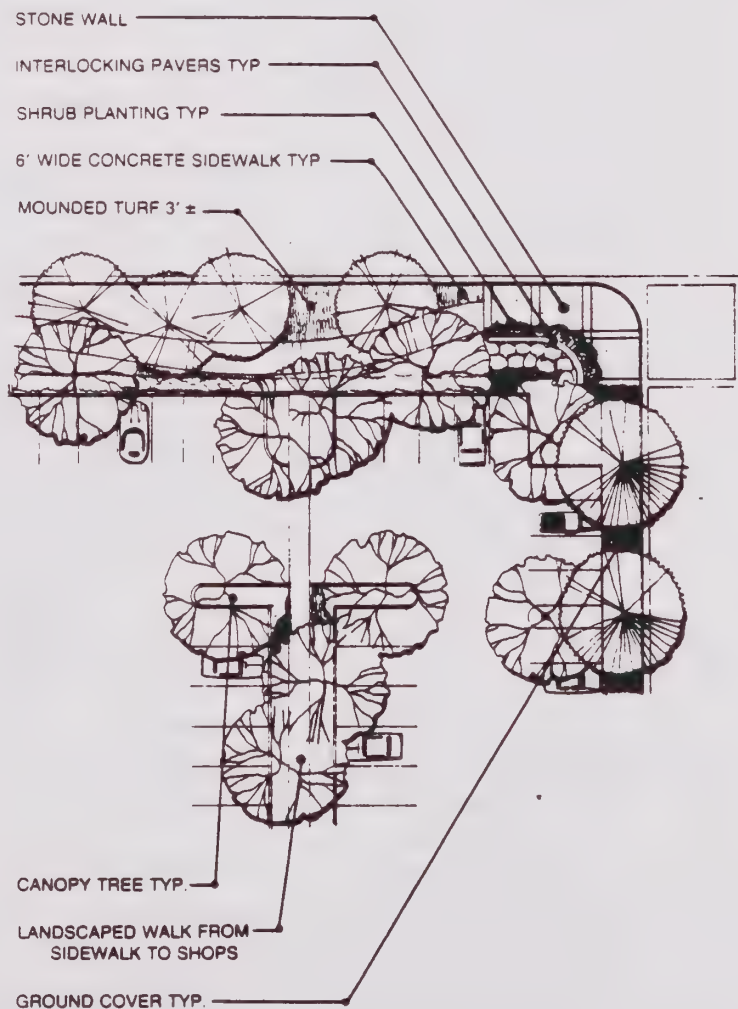
g. Place in concrete and cap five PVC sleeves behind each stone wall. These sleeves will accommodate 21' seasonal flag and banner poles.

h. Install a 6" x 6" concrete mow strip around the sign landscaping, delineating between the sign landscape and adjacent private property.

i. Incorporate sign landscape irrigation into the parkway system.

j. Adjacent developing parcels shall dedicate land to construct proposed intersection treatments.

k. All landscaping and wall construction must occur outside the Caltrans right of way.



LD-13

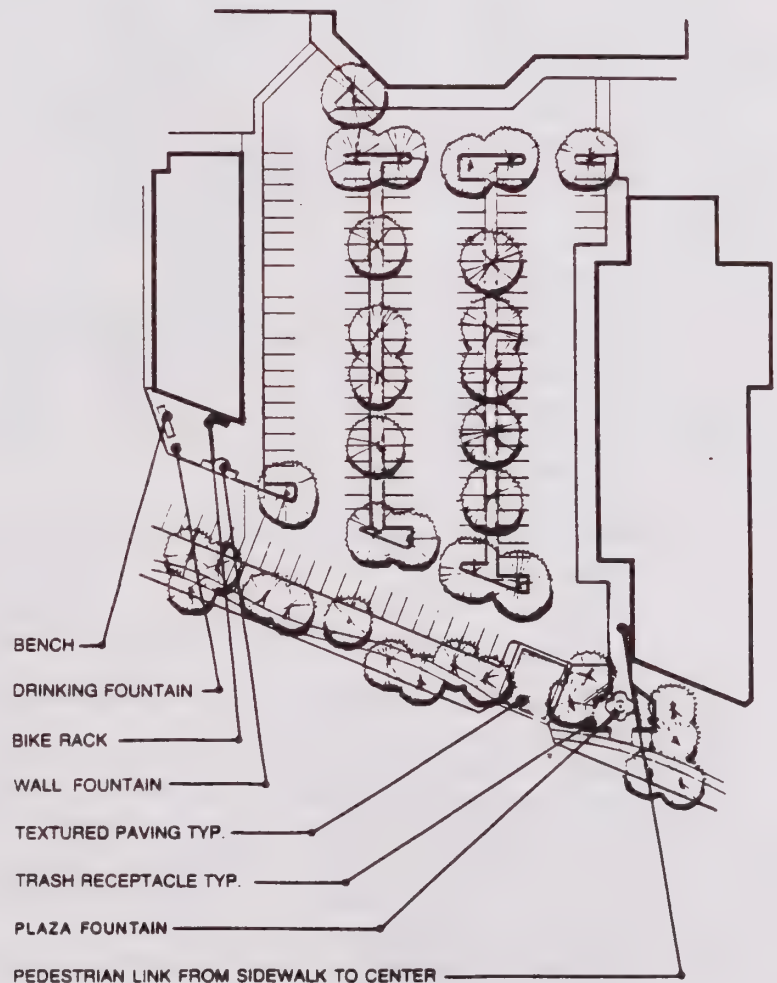
8. Crosswalk Paving

- a. Use 100mm interlocking pavers on a concrete subgrade for paving within the crosswalks across Foothill Boulevard and at major and minor intersections.
- b. Hold pavers in place laterally by two 18" wide x 6" deep concrete bands. Paver color shall range from red to charcoal gray.
- c. Carry crosswalk paving onto the handicap ramp and sidewalks as illustrated in Figure 13.

9. **Deceleration Lanes** - Developing projects shall increase the landscaped setback to 20 feet from the sidewalk adjacent to deceleration lanes. See Chapter 7 of this specific plan.

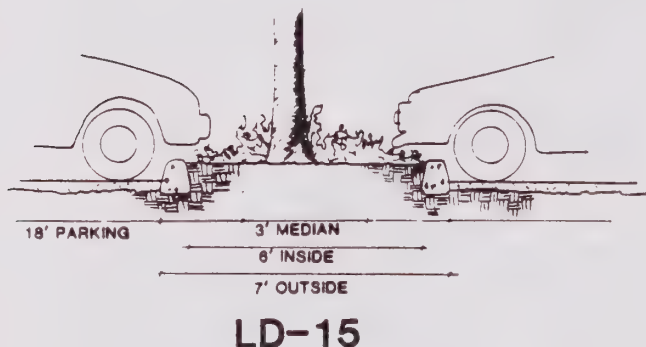
10. Parking Lot Landscaping

- a. Provide a minimum one 24" box canopy tree per four parking stalls.
- b. Landscape parking lots to achieve shade a minimum of 50% of the parking lot within ten years of planting trees.
- c. Depress parking lot grades and use landscape berms to conceal car grillework from the street.
- d. Heavily landscape the periphery of all parking lots, spacing and clustering trees at a distance not to exceed 20 feet in any direction. Provide "windows" in the plant material allowing visibility of buildings from Foothill Boulevard.



LD-14

- e. Provide a minimum three foot turfed landscape median between all directly adjacent parking rows and extend the planting median two feet into the required stall, eliminating freestanding wheel stops. This will provide for a seven foot wide planter with two opposing 18 foot parking stalls. See Figure 15.



- f. Use pop-up heads to irrigate parking lot landscaping. Heads shall not exceed 6" in vertical height where overhanging car bumpers may interfere.

- g. Provide root barriers and trunk protection devices for trees planted in turf.

- h. Use the same trees specified for Foothill Boulevard, plus other trees from the list below:

(1) Foothill Boulevard trees:

Cupaniopsis anacardioides - Carrotwood
 Jacaranda mimosifolia - Jacaranda
 Platanus acerifolia - London Plane Tree

(2) Other approved parking lot trees:

- o Gleditsia triacanthos inermis 'Shademaster'- Honeylocust
- o Hymenosporum flavum - Sweetshade
- o Koelreuteria paniculata - Goldenrain Tree
- o Lagerstroemia indica - Crape Myrtle (Accent tree)
- o Pyrus calleryana 'Aristocrat' - Aristocrat Pear
- o Ulmus parvifolia - Evergreen Elm

11. Parking Lot Lighting

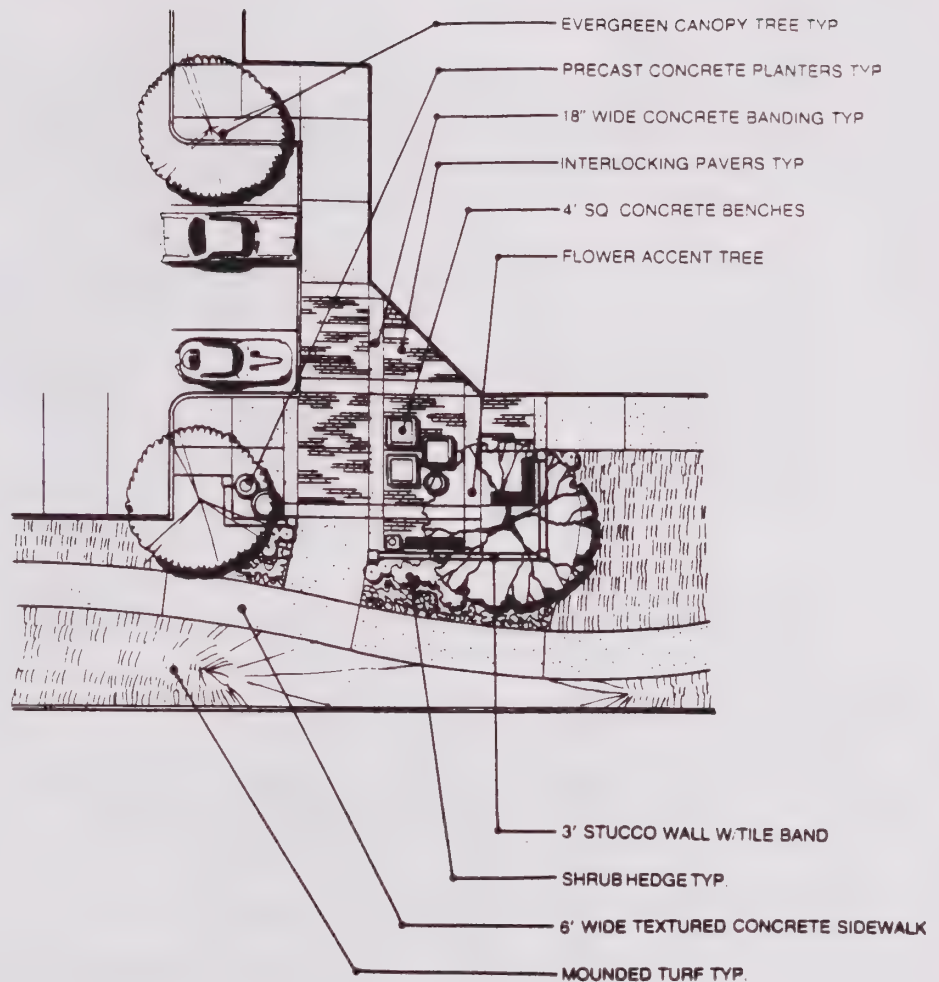
- a. Light parking lots with a low profile "shoebox" high pressure sodium area light.
- b. Achieve a minimum of two foot candles, at 23,000 lumens on 20 foot high poles.

12. Building Screening

- a. Use dense landscaping to screen sidewalls and large building masses.
- b. Plant vines at ten feet on center and locate trees no further than 25 feet apart around the building. Provide a maximum of two visibility windows through the landscape screening for building identification.

- c. No paving may directly abut the building on any side, excepting perpendicular entry paths, courtyards and service loading areas. Separate paths parallel to the sides of buildings by a minimum 4' wide planter.

- d. Screen all service areas from public view by means of landscape planters using trees, shrubs and vines consistent with those approved for parking lots.



LD-16

- e. Incorporate a 10 foot landscape buffer strip into developing parcels at property lines directly adjacent to land in a differing zone or land use classification. Provide a complete visual screen using evergreen trees shrubs and ground cover. Select and mix plant materials to add variety in color and texture without sacrificing screening capabilities..

13. Tree Preservation - Submit a tree preservation plan if developing parcels contain any of the following trees:

- o Cinnamomum camphora - Camphor
- o Eucalyptus sp. - Any Eucalyptus trees
- o Cedrus deodara - Deodar cedar
- o Quercus sp. - Any Oak species
- o Platanus racemosa - California Sycamore
- o Juglans californica - So. California Black Walnut

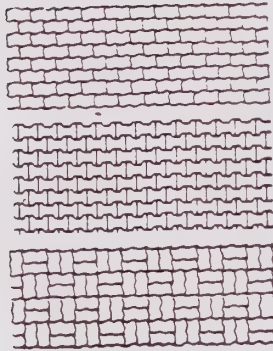
The tree preservation plan shall include any and all existing trees with a trunk caliper 6" or larger, or a height of at least 8' and shall be consistent with the La Verne Municipal Code.

14. Street Furniture

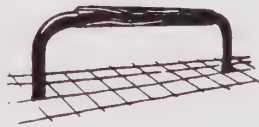
- a. Include pedestrian plazas, courtyards, fountains, seating areas, drinking fountains, planters, trash receptacles, benches, leaning posts, public art and sculpture and kiosks in new developments, easily accessible from the public sidewalk.



BUS SHELTER



TEXTURED PAVING

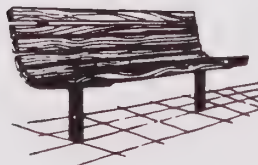


LEANER POST

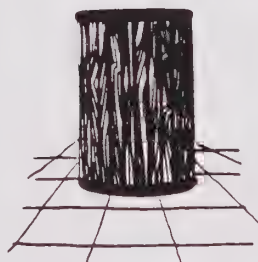


PEDESTRIAN PLAZA FOUNTAIN

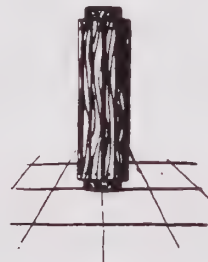
- b. Incorporate ceramic tile, colored concrete, tubular steel, water features, alluvial stone, stucco, pavers, brick, and rough sawn wood.
- c. Construct bus shelters at existing stops, incorporating heavy rough sawn wood, red tile roofs, stucco, ceramic tile, two benches, leaning posts and trash receptacles.



WOOD BENCH TYPICAL



TRASH RECEPTACLE



BOLLARD

Chapter Ten: Implementation

Introduction

Traditionally the City has implemented policies and standards through the development review process. To achieve the objectives of this specific plan, a more detailed implementation program is required. The complete breakdown of expected costs and funding sources, as well three conceptual approaches to implementing the improvements, is provided in the appendix. Of the three conceptual implementation strategies suggested, alternative A is the most prudent, providing for a phased construction of improvements on a "pay as you go" schedule. This proposes use of grant monies, developer dedications and exactions and limited use of debt-financing.

Section 10.A. Zoning Map Amendments

The specific plan amends the official zoning map, placing the entire Foothill Boulevard corridor, as shown in figures DI-1 through DI-3 and described in Appendix F, in the Specific Plan "SP" zone.

Section 10.B. General Plan Amendments and Revisions

The specific plan amends the general plan land use designations for several parcels of land, consistent with the proposed comprehensive general plan revision.

Several chapters, including land use, community design, circulation and housing will be adopted as part of the comprehensive general plan revision. The proposed policies of these chapters are reflected in this specific plan.

Section 10.C. Zoning Ordinance Revisions and Update

This specific plan removes both the Commercial Professional Development (CPD) zone and the Administrative Professional (AP) zone from the Foothill Boulevard corridor. Eliminating the CPD and AP zones on the corridor will leave four parcels zoned CPD and one zoned AP in the entire city. These five parcels total less than four acres.

A code amendment, companion to this specific plan, will delete both the CPD and AP chapters of the La Verne Municipal Code, Chapters 18.44 and 18.51 respectively. It will also change the zoning on the remaining five CPD or AP parcels to Commercial-Office, the same designation used in this specific plan. The sign code would be amended at that time.

Several regulations within the specific plan may eventually be incorporated into the zoning ordinance. These include such items as temporary use permits, parking standards, service station standards and various general regulations. The comprehensive zoning ordinance update should anticipate this work task.

Section 10.D Precise Plan Review

The specific plan relies heavily on existing development review ordinances and precise plan review. Development applications shall be checked against the policies, standards and requirements of the specific plan, as well as applicable provisions of the La Verne Municipal Code. The specific development criteria assigned to individual sites and contained in the special and general regulations anticipate impacts generated by permitted uses, reducing the number of required conditional use permits.

Section 10.E Landscape Easements

With the processing of developments and subdivisions, the city shall require the dedication and recordation of a landscape easement. These easements shall be employed to protect street trees, landscaping and pedestrian amenities and other design features, to guarantee continual maintenance and/or replacement. Easements adjacent to Foothill Boulevard shall be 20 feet in depth from the right of way line and ten feet in depth adjacent to other streets.

Section 10.F Underground Utility District

The \$264,000 (1988 dollars) of costs associated with utility undergrounding is recommended to be funded through A-20 undergrounding funds mandated by the Public Utilities Commission and through a proposed citywide assessment for undergrounding utility facilities. The A-20 funds are collected by Southern California Edison and paid to the City based upon the total number of electric meters in La Verne. The City has utilized its existing Southern California Edison undergrounding allotments through 1992 but should request additional funds in 1992 and expect funding in 1993/94.

Section 10.G Landscape and Lighting Assessment District

The City shall make its best efforts to form a landscape and lighting assessment district for all properties on the corridor, but only if supported by the corridor's property owners. These funds shall pay for landscape maintenance for medians and dedicated landscape maintenance areas. A fund reserve shall also be set aside to provide for maintenance and replacement of street lights, street signs, landscaping and street furniture.

Section 10.H Bus Shelters and Bus Turnouts

The City shall require property developers to construct bus shelters if the bus stop is adjacent to their property. The \$40,000 (1988 dollars) to retrofit existing bus shelters and to construct bus turnouts is recommended to be funded from Proposition A.

Section 10.I Design Assistance Program

Previously developed by the City, the design assistance program will promote this plan's architectural and landscaping design standards by offering design assistance to merchants and property owners. The program includes a sign manual, a photo study, design assistance workshops and direct merchant assistance. The sign manual and photo study illustrate the types of design appropriate for the corridor and are available for review at the counter. Design workshops will be sponsored by the City, providing an architectural education to merchants. Direct merchant assistance links merchants with a City-referred architect, ensuring that structure design conforms to this specific plan.

Correct implementation requires formation of the Foothill Boulevard Merchants Association and allocation of community redevelopment agency funds, creating a revolving grant program for design assistance and budgeting for workshop sessions.

Section 10.J Redevelopment Plan Amendment Number Two

The Agency is considering amending the Central City Redevelopment Plan to include the powers of eminent domain. Eminent domain would be structured to individual vacant or underdeveloped properties. Several properties within the specific plan should be studied. Eminent domain will assist in tailoring development to the land use, economic and community goals expressed in this plan.

Section 10.K Foothill Boulevard Merchants Association

A Foothill Boulevard merchants association will help to effectively organize and market goods and services available on Foothill Boulevard. Implementation may be served best by working through the La Verne Chamber of Commerce.

Section 10.L Federal Aid Urban (FAU) Funding

The City has \$645,200 in uncommitted FAU funds through fiscal year 1992/93. A \$545,000 portion of these funds should be allocated to constructing deceleration lanes and driveway improvements. In addition, the City may trade part or all of its unused Proposition A funds for Federal Aid Urban (FAU) funds.

Section 10.M State Highway Safety Grants

The median and left turn pocket improvements may be eligible for State HB-1 (safety) and HB-4 (improvements) grants. This plan recommends applying for \$229,200 of HB-1 and HB-4 funds for these purposes. HB funds are disbursed by Caltrans to improve the safety and function on certain roads. The City would submit an application to Caltrans, showing that the proposed improvements deserve a "priority index", leading to Caltrans funding.

Section 10.N Signalization

The costs associated with signalization of Bradford and Moreno Avenues are recommended to be funded from developer exactions and FAU funds.

Section 10.O Landscape and Lighting District

The \$1,500,207 (1988 dollars) of landscape parkways and the landscape median projects are recommended to be funded through a 1972 Act Landscape Lighting and Maintenance Act District or a 1913/1915 Act Assessment District, but only if supported by corridor property owners. Since these improvements directly enhance the value of the adjacent properties, it is appropriate to levy an assessment on those property owners. The preliminary estimate of cost is \$11.67 per front footage along Foothill Boulevard. For example a 100 foot wide lot would expect to pay \$1,167 per year for 20 years. The City should also consider using the provision of the 1972 Act to include parkway, median and street lighting installation costs.

The 1913/1915 assessment district can be approved by a super-majority of the City Council after notice and public hearing. The assessments may be paid in cash or may go to bond and paid as part of the property tax bill over a 20 year period.

The 1972 Landscape and Lighting Act authorizes local agencies to impose assessments on benefitted property to finance the construction of various landscaping, park, lighting and recreational improvements. These assessments often use 1915 bonds as the financing mechanism.

Chapter Eleven: Definitions

Access, Primary - Major entrance to a project, usually from a major highway or arterial street, containing a landscaped median and large drive approach.

Access, Secondary - Minor project entry points either linking parcels or allowing limited access to and from adjacent streets.

Amenity - A natural or man-made feature which enhances or makes more attractive or satisfying a particular property. For purposes of this specific plan amenities include, but are not limited to, pedestrian plazas, heritage trees, water features, arcades and arbors.

Anchor Tenant - The major or most important store or stores within a commercial-business center. Typically these major tenants are national or regionally significant businesses, with corresponding advertising and name recognition.

Aisle, Parking - The roadway by which vehicles enter and depart parking stalls.

Automotive Sales - A use engaging in the display and sale of new or used automobiles, light trucks, recreational vehicles or boats and including warranty repair work and other repair services conducted as an incidental use.

Automotive Services - Establishments engaged in furnishing automotive repair, rental or leasing services to the general public; and including the sale and installation of lubricants, tires, batteries and similar accessories.

Berm - A mound of earth, usually from two to six feet in height, generally landscaped and used to separate parking areas from pedestrian and vehicular lanes.

Buffer Area - Land used to visibly and physically separate one use from another or to shield or block noise, lights or other nuisances.

Building Coverage, Lot Coverage - That portion of a lot that is covered by buildings and structures, including building footprint, arcades, second story overhangs exceeding 30 inches, covered patios and entryways, carports and accessory structures.

Building Height - The vertical distance measured from the average level of the finished grade at the lowest point of the building to the highest point of the structure. The highest point is described as the average parapet level, highest point of screening for mechanical equipment or highest roof peak and does not include architectural projections such as chimneys, theme towers, parapet accents or bell towers.

Changeable Copy - Letters on a sign that can be periodically rearranged to change the sign's message. Such copy may be individually cut or molded letters mechanically affixed to the sign face, or stationary electronically generated letters.

Clinic - A business where patients are admitted for examination and treatment by one or more physicians, dentists, physiologist, social workers or similar health care professionals and where patients are not lodged over night.

Commercial/Business Center, Commercial Development - Retail, service and/or office projects, either on separate or combined parcels, constructed and operated as one shopping, office and/or service area.

Convenience Zone - An area within a one-half mile radius of a supermarket that is a full-line, self-service retail store with gross annual sales of two million dollars or more and which sells a line of dry grocery, canned goods or non-food items and some perishable items.

Curb Return - Location where a curb radius either begins or ends, meeting a straight length of curb.

Drivelane, Parking - Major travel way providing vehicular access to parking aisles and driveways.

Entry Statement - A small piece of land designed and improved, consistent with and expressing a development theme, to mark a major entry point onto the city.

Facade - The exterior walls, parapet, penthouses and roofs of buildings exposed to public view, generally those structural components visible from the outside of the building.

Floor Area - The total horizontal area, in square feet, including exterior wall of all floors of a structure.

Frontage - The length of a lot line abutting a dedicated public street.

Full-Service Car Wash - A structure containing facilities for washing automobiles using a chain conveyor or other method of conveyance, and automatic or semiautomatic application of cleaner, brushes and rise water and including a staff to queue and dry the vehicles.

Full-Service Restaurant - An establishment where food and drink is prepared, served and consumed primarily within the principal building. This excludes take-out, fast-food or drive-through restaurants.

Hotel - A facility offering transient lodging accommodations to the general public and providing additional services such as restaurants, meeting rooms and recreation facilities.

Incidental Use - A use of land or of a building or portion thereof customarily incidental and subordinate to the principal use of the land or building and located on the same lot as the principal use.

Interior Side - Those lot lines shared with adjacent properties and not abutting dedicated rights of way or other streets.

Landscape Buffer - Land area used to visibly separate one use from another or to shield or block noise, lights or other nuisances. See Section 9.C.

Lane, Acceleration/Deceleration - An added roadway lane that permits vehicles to slow down or speed up, for leaving or entering the main travel way.

Mixed Use - The development of a building or structure with two or more different uses such as, but not limited to, residential, office, manufacturing, retail, public facilities, institutional or entertainment, in a compact urban form.

Motel - An establishment providing transient accommodations containing six or more rooms with at least 25% of all rooms having direct access to the outside.

Multi-Tenant Center - A commercial development with two or more tenants.

Ornamental Masonry Wall - A wall constructed of block, brick, stone or other masonry material designed in such a manner to be compatible with adjacent architecture and aesthetically attractive.

Outdoor Storage - The keeping, in an unroofed area, of any goods, junk, material, merchandise or vehicles in the same place for more than 24 hours.

Setback - The required distance from any lot line or building establishing the area in which the principal structure must be placed. Exclusions, such as fences, ground signs, bus shelters, steps or landscaping, are permitted and regulated under separate development standards.

Screening - A method of visually shielding or obscuring one abutting or nearby use or structure from another by use of fencing, berms, walls, parapets, roofing or densely planted landscaping.

Sign, Freestanding; Sign, Portable - Any sign capable of being carried or readily moved from one location to another, including, but not limited to, an "A-frame", "sandwich sign", sign on wheels or a sign that leans on a stationary object, building or structure. This definition does not include a picket sign.

Sign, Pump - Any sign other than those required or standardized by other governmental agencies located on a gasoline pump usually advertising goods or services available on or off the premises. This definition does not include signs indicating whether the pump island is self- or full-serve.

Sign, Spandrel - Any sign placed under and attached to the canopy or canopy structure covering pump islands, usually advertising goods or services available on or off the premises. This definition does not include signs indicating whether the pump island is self- or full-serve.

Temporary Use - An event not lasting longer than 7 days per occurrence, four times per calendar year. Temporary uses are subject to outdoor sales approval.

Use, Primary - The type of uses preferred to locate on designated sites as a result of environmental, economic, fiscal and physical constraints and opportunities.

Use, Secondary - An alternative use allowed on designated sites and subject to additional environmental, fiscal and economic review.

Visitor-Commercial - Businesses engaged in providing services for visitors, such as hotels or motels, convention centers, private museums, art galleries and restaurants.

Chapter Twelve: Appendices

Appendix A: City Council Resolutions and Statement of Overriding Considerations

Appendix B: Planning Commission Resolutions

Appendix C: Commission on Environmental Quality Resolution

Appendix D: Foothill Boulevard Financing Plan

Appendix E: Legal Description

Appendix F: District Boundaries

Appendix G: Document Preparation Resources

Appendix A: City Council Resolutions and Statement of Overriding Considerations

City Council Resolution 89-85, certifying the environmental impact report (Case No. 51-87EIR) and adopting the statement of overriding considerations.

City Council Resolution 89-86, adopting the general plan amendment (GPA No. 60).

1
2 RESOLUTION NO. 89-85

3 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY
4 OF LOS ANGELES, STATE OF CALIFORNIA, CERTIFYING THE FINAL
5 ENVIRONMENTAL IMPACT REPORT (CASE NO. 51-87EIR) FOR GENERAL PLAN
6 AMENDMENT NO. 60 AND THE FOOTHILL BOULEVARD SPECIFIC PLAN (ZONE
7 CHANGE NO. 2139, SPECIFIC PLAN SP 86-18); AND APPROVING THE
8 STATEMENT OF OVERRIDING CONSIDERATIONS

9 WHEREAS, the City of La Verne initiated a specific plan
10 and associated general plan amendments to address specific
11 issues in the Foothill Boulevard corridor, including
12 circulation, land use, economic development and aesthetics; and

13 WHEREAS, the Community Development Department determined,
14 on the basis of an initial study, that an environmental impact
15 report was necessary to study and disclose the environmental
16 impacts associated with the proposed specific plan's provisions;
17 and

18 WHEREAS, a draft environmental impact report was prepared
19 in accordance with the requirements of the California
20 Environmental Quality Act of 1970 as amended and the City of La
21 Verne environmental guidelines; and

22 WHEREAS, the draft environmental impact report was
23 considered on December 16, 1986, January 20, 1987, April 21,
24 1987 and May 19, 1987 by the Traffic Commission, which
25 recommended the incorporation of certain mitigation measures; and

26 WHEREAS, public hearings were conducted before the
27 Commission on Environmental Quality on July 2, August 6,
28 September 10, October 1, and November 5, 1987 to receive public
29 testimony; and

30 WHEREAS, the Commission on Environmental Quality
31 recommended certification of the draft environmental impact
32 report on November 5, 1987; and

33 WHEREAS, the Planning Commission conducted public
34 hearings in accordance with the City of La Verne environmental
35 guidelines, receiving oral and written testimony on the
36 following dates: August 24, 1988; September 14, 1988;
37 September 28, 1988; October 12, 1988; October 19, 1988;
38 October 26, 1988; November 9, 1988; November 30, 1988;
39 December 14, 1988; January 11, 1989; January 25, 1989;
40 February 22, 1989; March 8, 1989; March 22, 1989; April 12,
41 1989 and April 26, 1989; and

42 WHEREAS, the Planning Commission recommended
43 certification of the environmental impact report as authorized
44 by the California Environmental Quality Act of 1970, as amended,
45 by the City of La Verne environmental guidelines and by Section
46 2.48.165 of the La Verne Municipal Code on April 26, 1989; and

47 WHEREAS, the City Council conducted public hearings in
48 accordance with the City of La Verne environmental guidelines,
49 receiving oral and written testimony on May 1, 1989; May 15,
50 1989 and June 8, 1989;

1 NOW, THEREFORE, BE IT RESOLVED by the City Council of the
2 City of La Verne as follows:

3 Section 1. The City Council HEREBY FINDS and DETERMINES
4 that the draft environmental impact report contains a complete
and accurate reporting of environmental impacts associated with
the proposal; and HEREBY CERTIFIES the document as complete.

5 Section 2. The City Council HEREBY FINDS and DETERMINES
6 that the following environmental impacts are significant and
7 that despite incorporation of specific mitigation measures to
lessen such impacts, are not mitigated to a level of
insignificance: traffic, circulation and schools.

8 Section 3. The City Council HEREBY FINDS and DETERMINES
9 that the land use designations contained in the least
10 environmentally disruptive alternative in the environmental
11 impact report have been incorporated into the proposed specific
12 plan in accordance with Section 3.2.3 of the City of La Verne
13 environmental guidelines.

14 Section 4. The City Council HEREBY FINDS and DETERMINES
15 that the least environmentally disruptive alternative involves a
16 reduction in the amount of land use devoted to commercial
17 entertainment and automotive sales. All mitigation measures as
18 listed in the off-site impact matrix within the draft
19 environmental impact report shall be incorporated within and
20 considered a part of the Foothill Boulevard Specific Plan.

21 Section 5. The City Council HEREBY ORDERS that all
22 discretionary approvals within the Foothill Boulevard corridor
23 and subsequent to adoption of the Foothill Boulevard Specific
24 Plan shall be subject to initial studies and environmental
25 determinations in accordance with the California Environmental
26 Quality Act of 1970 as amended. The community development
27 director or designee shall be responsible for the implementation
28 of a mitigation monitoring program for the area served by the
29 Foothill Boulevard Specific Plan and environmental impact report
30 subject to the provisions of Public Resources Code Section
31 21081.6. Individual projects shall be monitored continually at
32 the applicant's or successor's in interest by a monitor approved
by the community development director or designee for
conformance to mitigation measures adopted as part of the
Foothill Boulevard Specific Plan Environmental Impact Report,
the Foothill Boulevard Specific Plan or as part of the project's
environmental review. During construction, the applicant or
successor in interest shall make quarterly monitoring reports in
writing to the community development director or designee.
After final inspection, monitoring reports shall be filed
annually with the community development director or designee.

26 Section 6. The City Council HEREBY APPROVES the
27 Statement of Overriding Considerations (Exhibit A), finding that
28 the project's expected benefits outweigh the adverse
29 environmental impacts not mitigated to a level of insignificance
30 by the incorporation of mitigation measures.

29 /
30 /
31 /
32 /

EXHIBIT A

FINDINGS AND STATEMENT OF OVERRIDING
CONSIDERATIONS REGARDING ENVIRONMENTAL
EFFECTS OF ADOPTION OF THE
FOOTHILL BOULEVARD SPECIFIC PLAN AND CORRESPONDING
GENERAL PLAN AMENDMENT

The City Council of the City of La Verne, in adopting the Foothill Boulevard Specific Plan and corresponding General Plan Amendment (the "project") makes the findings and adopts the statements of overriding considerations hereinafter set forth. The project proponent is the City of La Verne, hereinafter referred to as the "City."

The final environmental impact report on the project identifies fourteen groups of possible significant adverse impacts of the project. Conditions of approval of the project have been developed and imposed which mitigate some impacts from all fourteen groups of impacts to some extent. Imposition of mitigation measures will mitigate impacts from twelve groups to a level of non-significance. These impacts are described in Section A hereof. Two areas of impacts (traffic and circulation, and schools) are mitigated to some extent after the imposition of mitigation measures, but not to a level of non-significance. These impacts are described in Section C hereof.

1 Section 7. The Mayor shall sign and the City Clerk shall
2 certify to the passage and adoption of this Resolution and
thereupon the same shall take effect and be in force.

3 APPROVED AND ADOPTED this 8th day of June, 1989.
4

5
6 /s/ JON BLICKENSTAFF
Mayor of the City of La Verne

7 ATTEST:
8

9
10 /s/ N. KATHLEEN HAMM
City Clerk
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A. MITIGABLE IMPACTS AND MITIGATION MEASURES.

The twelve groups of significant, but mitigable impacts identified in the EIR and the measures imposed which mitigate them to a level of non-significance are as follows:

1. Land Use.

The EIR finds that the project will result in the replacement of existing vacant land and nonconforming uses on the project Special Study sites with uses which conform with existing land use designations. Upon completion of the proposed project approximately 6.4 percent of the total study area will retain nonconforming uses, which sites are not included in the 12 project sites.

Since the proposed project will result in the development of new uses, a potential exists for the creation of land use character impacts between existing parcels and new uses. Impacts of this type would be primarily related to nuisance factors such as noise, light and glare, and odors. These nuisance factors would primarily affect areas in which commercial or similar land uses are adjacent to residential areas.

The following mitigation measures are imposed as a condition on the project, will be imposed at the appropriate development stage, or are incorporated into the project which mitigate these impacts to a level of non-significance:

(1) All new uses shall be required to adhere to performance standards contained in the Specific Plan or the City of La Verne Municipal Code, whichever is more stringent.

(2) Specific Plan standards include: the use of buffers or screening to separate different land uses; maintenance of sufficient setbacks to buffer dissimilar land uses; and, requirements for conditional use permits for uses which may create conflicts.

(3) Restrictions on hours of operation and location shall be placed on all potential conflict-generating uses to reduce noise, glare, or other nuisance factors in residential areas and during nighttime hours.^{1/}

^{1/} .

Land use conflicts originally documented in the EIR contemplated use of more land for automotive sales and commercial entertainment than the final version of the specific plan. The plan has been revised to adopt the land use provisions of the less environmentally disruptive alternative calling for a reduction in area available for these uses. (See discussion below.)

(4) LED land use designations for sites 4 and 7 have been incorporated into the project, thus reducing land use conflicts and impacts from light and glare on adjoining residential areas. Commercial use designations have been adopted for sites 5 and 8, but with the incorporation of site development standards, these designations should create no greater impacts than the original project or the LED.

2. Biotic Resources.

The EIR finds that the majority of the project area has in the past been developed or devoted to farming activities with the result that naturally occurring species have been displaced. Due to the lack of significant native biotic communities and species within the project area, the biological impacts of the proposed project will be limited to the potential removal or destruction of Coast Live Oak trees. In addition to removal, existing Live Oak trees may also be damaged by changes in irrigation or by paving or compaction within the drip zone of existing trees.

Several project sites contain non-productive orange groves which will be removed prior to development of those sites. The groves do not serve a substantial habitat;

however, these groves do have value as a reminder of the City's history as a produce center. Their removal may have an impact on historical resources.

The following mitigation measures are imposed as conditions on the project or will be imposed at the appropriate development stage which mitigate these impacts to a level of non-significance:

(1) Compliance with the City's tree preservation ordinance. 2/

(2) The City shall encourage the use orange trees in landscaping within project sites.

(3) Adoption of the land use designations of the least environmentally disruptive ("LED") alternative for sites 4 and 7 will improve site planning to preserve trees.

2/

This mitigation, adopted after the completion of the EIR, contains stricter standards than the mitigations proposed in the EIR.

3. Air Quality.

The EIR finds that development of the proposed project will increase the generation of air pollutants within the study area and on a regional basis. Air pollution within the study area will result from new vehicle trips generated by project sites not currently developed, and by the burning of natural gas. Air pollutants will be generated outside the study area as the result of the burning of fossil fuels at electrical generation stations.

Air pollution related to traffic will comprise the majority of project related pollutant emissions. However, the proportion of impact resulting from development of the proposed project will be small in comparison with existing traffic levels and projected increases in traffic from outside areas.

Construction activities will result in the generation of fugitive dust and emissions from construction equipment.

Since the project's contribution to total motor vehicle related air quality impacts will be small, the level of mitigation which can reasonably be achieved is also small. The EIR states that while impacts of the proposed

project can be reduced to acceptable levels, overall impacts resulting from regional growth, including study area growth, will be significant. However, the Commission on Environmental Quality concluded that after the imposition of other mitigation measures and after adoption of revisions to the project, cumulative impacts on air quality are mitigated to a level of non-significance.

The following mitigation measures are imposed as conditions on the project will be imposed at the appropriate development stage, are incorporated into the Project which mitigate these impacts to a level of non-significance:

(1) The City shall require the implementation of measures such as ride sharing, van pooling, etc., by new study area users to reduce the number of vehicle trips produced by study area employees and residents. The majority of vehicle trips within the study area will be captured from existing users and through traffic on Foothill Boulevard. Therefore, the proportion of impact generated by the proposed project (and, as the result, the level of mitigation possible) will be relatively small.

(2) All stationary source air pollutants such as onsite burning of natural gas and the burning of fossil fuels at offsite electrical generating stations will

be mitigated by reducing the quantity of electricity and natural gas consumed. All new study area development shall incorporate energy conservation measures as required by Title 24 of the California Administrative Code. Wherever possible, energy-efficient lighting shall be used in all new study area developments. New study area structures shall be provided with entries for natural lighting to reduce the need for electrical lighting during normal building operations. All water heaters installed in new study area uses shall be of the minimum size possible consistent with maintenance of sufficient hot water supplies. All water heaters and hot water transmission lines shall be insulated to reduce consumption of natural gas.

(3) All active portions of construction areas shall be completely watered at least twice each day to reduce generation of fugitive dust. Chemical soil stabilizers shall be applied to all inactive portions of construction sites where appropriate. All cleared areas shall be replanted or provided with temporary ground cover as soon as possible following completion of grading. All construction equipment shall be kept in proper tune, and, to the extent feasible, shall be operated so as to reduce peak emission levels. All construction activities which require the use of heavy gasoline or diesel powered equipment shall be ceased during first and second stage smog alerts.

(4) Adoption of LED land use designations for sites 4 and 7.

4. Drainage.

The EIR finds that since the undeveloped portion of the study area is relatively small, increases in total storm flows will be slight, compared to existing flows. Development which would occur under the proposed project will not be more intense than that which would occur under existing land use designations. Increases in the amount of landscaping and building setbacks which will occur under the proposed project may potentially result in decreases in ultimate storm flows compared to that which would occur under existing design guidelines.

If development of presently vacant sites occurs , ahead of construction of local drainage improvements for each site, localized flooding may occur.

The following mitigation measures are imposed or at the appropriate development stage will be imposed as conditions on the project which mitigate these impacts to a level of non-significance:

(1) All individual developments within the study area shall participate in the City's storm drain improvement district.

(2) All storm drain systems for individual sites within the study area shall be constructed to accommodate 100-year flows prior to issuance of building permits for structures within the sites.

(3) Wherever possible, storm flows should be reduced by providing as much pervious surface (landscaping and other nonpaved areas) as possible within each site.

(4) The construction of covers over existing storm drain facilities to provide parking or other amenities and reduce the visual impact of the channel shall be encouraged.

(5) Placement of landscaping near storm drain channels to screen them from view shall be required by the City.

5. Aesthetics.

The EIR finds that the development of the 12 project sites will improve the appearance of the study area. These developments will fill many voids in the existing street scene along Foothill Boulevard, providing a more pleasing appearance. The new development which will occur under the design guidelines contained in the proposed project will strengthen the overall Spanish architectural theme, which is currently loosely defined, and will encourage the development of attractive structures. Elements which will improve the appearance of the study area include architectural standards, landscaping requirements, reduction of noise and glare through use of planting materials, and enhancement of the appearance of the overall streetscape.

On the other hand, development of existing vacant parcels on the north side of Foothill Boulevard will reduce existing visual corridors to the mountains, reducing long-range views available from the study area. Other than views the of San Gabriel Mountains, none of the 12 project sites contain any significant visual features of their own which would be affected by the development of the proposed project. Development taking place within these sites will improve the overall appearance of the study area.

The following mitigation measures are imposed as conditions on the project, will be imposed at the appropriate development stage, or have been incorporated into the Project to reduce potential aesthetic impacts of the proposed project:

(1) Bonuses shall be granted to study area developments which install improved pedestrian environments.

(2) Variety shall be used in the type of plant specimens used in study area landscaping (e.g., trees, shrubs, vines, ground cover).

(3) Maintenance requirements for study area landscaping shall be placed in all developments within the study area.

(4) Architectural guidelines will be enforced for all new study area building permits, including development and redevelopment.

(5) Landscaping guidelines will be enforced for all new study area development.

(6) All street hardware and furniture shall be of a consistent color.

(7) The City shall implement an amortization schedule to eliminate existing nonconforming signs within the study area.

(8) Hardscape materials used in study area construction shall be selected from a palette as included in the proposed specific plan.

(9) Wall colors shall be limited to a range of intensity as identified in the proposed project.

(10) Pedestrial level lighting in parking lots within the study area shall be required.

(11) The undergrounding of existing overhead utility wires shall be undertaken as quickly as possible.

(12) The City shall install monument signs at City entries and on all major streets.

(13) The completion of median landscaping at both the west and east ends of Foothill Boulevard shall occur as quickly as possible.

(14) Rejuvenation and remedial planting of landscaping in medians and parkways shall occur as quickly as possible.

(15) Screening of flood control channels shall be encouraged.

(16) The City shall require the removal of dead citrus trees from all vacant lots. The City shall also require the development and application of a hydroseed mix for vacant properties.

(17) The City shall form a landscape maintenance district for all properties on Foothill Boulevard.

(18) The City shall complete and fund a design assistance program for Foothill Boulevard.

(19) The City shall establish and enforce strict penalties to prevent the unauthorized removal or damage to street trees.

(20) The City shall inspect at least annually all commercial, office, and residential development for landscape maintenance, building repair, and general property maintenance.

(21) Where possible, individual site designs shall incorporate visual corridors, theme towers, etc., which allow views of the San Gabriel Mountains.

(22) LED land use designations have been adopted for sites 4 and 7, thus improving opportunities for aesthetic design of projects on those sites.

6. Noise.

The EIR finds that the noise levels within the study area will increase in both the short term and long term as development of the proposed project proceeds. A short term increase in noise will result from construction activities, while long term increases will result from increased traffic levels on Foothill Boulevard and operations within new developments on project sites.

The following mitigation measures are imposed as conditions on the project or will be imposed at the appropriate development stage which mitigate these impacts to a level of non-significance:

(1) Walls, berms, building placement, or a combination of these, shall be used to maintain noise levels ;

in exterior employee common areas (such as lunch and recreation areas) at no more than 65 dB CNEL or as required by the City, whichever is more stringent.

(2) All retail structures shall be designed to maintain interior noise levels of no more than 60 dB CNEL or as required by the City, whichever is more stringent.

(3) All general office structures shall be designed to maintain interior noise levels of no more than 50 dB CNEL or as required by the City, whichever is more stringent.

(4) All private or professional offices shall be designed to maintain interior noise levels of no more than 45 dB CNEL or as required by the City, whichever is more stringent.

(5) Noise attenuation measures shall be required for all residential units at project site No. 9 to maintain interior and exterior noise levels at 45 dB CNEL and 65 dB CNEL, respectively, or as required by the City, whichever is more stringent.

(6) Construction within the study area shall be limited to the weekday hours of 7:00 a.m. to 7:00 p.m.

(7) Adoption of LED will result in less noise on "B" street with the removal of access to the northern portion of site 4. Adoption of the LED land use designation for site 7 will eliminate onto repair and sales noise.

7. Police Protection.

The EIR finds that the proposed project will demand an increased need for police protection services. Since traffic and retail uses generate the majority of calls for service, increases in the level of traffic and the amount of traffic and retail space will increase the need for police protection. Since the majority of future traffic increases will be generated outside of the study area the level of mitigation available for the proposed project is limited.

The residential uses proposed for project site No. 9 can be expected to generate a relatively small amount of calls, based on police experience with existing study area residential uses. Office uses can also be expected to generate low levels of calls for service.

The following mitigation measures are imposed as conditions on the project, will be imposed at the appropriate development stage, or are incorporated into the project which mitigate these impacts to a level of non-significance:

(1) All outdoor storage areas shall be provided with security lighting or fencing to reduce the potential for theft.

(2) All new uses shall be provided with security lighting to reduce the potential for crime in parking in storage areas.

(3) All potential crime generating uses (such as automatic teller machines) shall be located in heavily traveled and highly visible areas. All such uses shall be provided with security lighting. The specific plan shall implement ATM development standards that insure safe, convenient and properly designed automatic teller machines.

(4) To reduce the potential for theft of or from vehicles, all new residential uses within the study area shall be provided with enclosed garages, or as approved by the Police Department.

(5) Site design for individual projects shall incorporate "defensible space" features to reduce the potential for crime within each site.

(6) All individual commercial development shall provide "knox box" type key safes and shall provide keys to these safes to the Police Department to permit access to locked or gated portions of each site.

(7) Police Department staffing should be increased as the demand for police protection increases. Optimum personnel to population ratio should be maintained.

(8) To the extent possible, all store fronts should be visible from Foothill Boulevard to assist police personnel in the identification and/or location of potential problems.

(9) The police department shall review precise plans for access, visibility, hydrant locations, water availability, and other safety concerns.

(10) The City is currently studying "high demand" uses. The study may result in the payment of public safety fees for high demand uses, which shall be implemented within the study area.

(11) Incorporation of the LED land use designations for sites 4 and 7, into the project has reduced the demand for police.

8. Fire Protection.

The EIR finds that the proposed project will increase the demand for fire protection services as development of the 12 project sites occurs. Increased traffic congestion on Foothill Boulevard, resulting primarily from offsite sources, will increase the number of occasions on which emergency vehicles will be forced to enter opposing traffic to reach fire locations.

The following mitigation measures are imposed, will be imposed at the appropriate development stage, or are incorporated into the project as conditions which mitigate these impacts to a level of non-significance:

(1) Where possible, at least two points of access shall be provided to each specific plan site.

(2) Where possible, all project sites shall be provided with an alternate access route to Foothill

Boulevard to reduce the need to use Foothill Boulevard during peak congestion hours to reach each site.

(3) All internal circulation systems shall be designed to provide access to Fire Department vehicles to all portions of each project site.

(4) Where provision of two access points to a specific plan site is not possible, a maximum cul-de-sac length of 600 feet shall be maintained.

(5) All structures shall be engineered to meet requirements of the Uniform Building and Fire Codes.

(6) Access for emergency vehicles shall be provided to all portions to each project site, both during and after construction. The Fire Department shall be provided with keys to all construction gates.

(7) All individual commercial developments shall provide "knox box" type key safes and shall provide keys to these safes to the Fire Department to permit access to locked or gated portions of each site.

(8) The fire department shall review previous plans for access, visibility, hydrant locations, water availability, and other safety concerns.

(9) The City shall continue its paramedic service fee.

(10) To the extent possible, all store fronts shall be visible from Foothill Boulevard to assist emergency personnel in the identification and/or location of potential problems.

(11) Incorporation of the LED land use alternatives for sites 4 and 7 into the project has decreased anticipated demands on fire services.

9. Parks.

The EIR finds that approval of the proposed project will incrementally increase the demand for public parks, generating the need for approximately 0.4 acres of additional park land. Since the City is presently operating with a shortage of park facilities, this increase in demand will add to the existing shortage. Payment of park development fees (and, potentially, payment of land acquisition fees) will provide the City with funding to mitigate this impact, although construction of other park facilities will also be required to provide sufficient park land for the City as a whole.

Although the EIR finds that this impact is not mitigable to a level of non-significance, mitigations measure number (2) has been imposed by the City and mitigation measure number (3) will be imposed by the City prior to project implementation. The imposition of these 4 measures will mitigate the projects impacts on parks to a level of non-significance.

The following mitigation measures are imposed as a condition on the project which mitigate this impact to a level of non-significance:

(1) All residential units constructed within the study area shall pay to the City the legally established "bedroom fee" in effect at the time of application for building permits.

(2) New commercial and industrial development shall pay park impact fees established by the City's park fee ordinance.

(3) The City shall review and update its park fee ordinance so as to provide for acquisition and construction of park land and open space facilities so that new development does not add to existing shortages.

10. Geology and Soils.

The EIR finds that the project site has not experienced any hazardous seismic activity. The risk of seismic activity within the project area is generally no different than in other areas of La Verne and Southern California.

Soils within the study area are subject to settling and expansion, depending upon soil type.

The following mitigation measures are imposed or will be imposed at the appropriate development stage as conditions on the project which mitigate these impacts to a level of non-significance:

(1) Development of the proposed project will increase the number of persons within the project area who will be subject to seismic events. Use of Uniform Building Code construction techniques shall be used for all structures within the project area.

(2) Prior to construction of all new uses, a detailed soil study for each site shall be prepared by a registered soils engineer which shall identify engineering

techniques necessary to overcome potential expansion or settling of soils.

11. Utilities.

Use of all utilities--electricity, natural gas, water, and sewer-- will increase as development of the proposed project proceeds. However, no shortage of capacity is projected, provided planned improvements to the City's water storage system are completed to provide adequate fire flows.

The following mitigation measures are imposed or will be imposed at the appropriate development stage to reduce utilities impacts of the proposed project:

a. General Energy Conservation.

(1) All new study area development shall incorporate energy conservation measures as required by Title 24 of the California Administrative Code.

(2) All new study area structures shall be provided with building insulation to meet standards established by the State of California or the City, whichever is more stringent.

b. Electrical.

(1) Wherever possible, energy-efficient lighting shall be used in all new study area developments.

(2) Wherever possible, new study area structures shall be provided with entries for natural lighting to reduce the need for electrical lighting during normal building operations.

c. Natural Gas.

(1) All water heaters installed in new study area uses shall be of the minimum size possible consistent with maintenance of sufficient hot water supplies. All water heaters and hot water transmission lines shall be insulated to reduce consumption of natural gas.

d. Water Service.

(1) To minimize interior water consumption, the following features shall be incorporated into all structures: maintenance of all water supply lines at 50 psi or less, where feasible; low flush toilets (three gallons or less per flush); insulated water lines, to reduce water waste when using hot water.

(2) To minimize exterior water consumption, the following measures shall be implemented, where feasible: use of low water consuming plant; use of "drip" or other low water consuming irrigation systems; operation of all irrigation systems shall be managed to reduce overspray of water onto impervious surfaces or other areas not suitable for irrigation.

e. Sewer Service.

(1) All new study area uses shall be required to incorporate low-flush toilets, thereby reducing the quantity of water produced.

f. Solid Waste.

(1) The City shall require trash compacting equipment for commercial and residential development.

(2) Trash disposal methods and location of trash enclosures shall be reviewed by the City's solid waste disposal franchise prior to the issuance of precise plan approval.

(3) The City shall encourage the use and development of recycling centers in the Foothill Boulevard service area.

12. Fiscal and Economic Impacts.

The EIR finds that the project could affect the viability of existing similar projects, depending upon the market's ability to absorb new, similar businesses. The project also has the potential of contributing to the economic deterioration of La Verne's historic central business district.

The following mitigation measures are imposed or will be imposed at the appropriate development stage as conditions which mitigate these impacts to a level of non-significance.

(1) The City, working through the Redevelopment Agency shall continue to implement the Oldtown Specific Plan.

(2) Through the economic development program, the City shall develop strategies and programs for the revitalization of the downtown.

B. IMPACTS NOT MITIGABLE TO A LEVEL OF
NON-SIGNIFICANCE.

Despite the incorporation of mitigation measures into the project design and approval, two environmental impacts remain which cannot be mitigated to a level of non-significance. These are (1) increased traffic/circulation levels, and (2) school population increase.

1. Traffic/Circulation.

The EIR finds that due primarily to traffic generated outside the study area, future traffic levels on Foothill Boulevard will increase substantially. As a result, roadway and intersection capacity will be exceeded unless the number of vehicles using Foothill Boulevard can be reduced. Assuming current growth rates will continue, some intersections will overload within four years, and traffic levels at all intersections will exceed capacity by the year 2001. Since the majority of traffic is not related to study area uses, the ability of the City to mitigate circulation system impacts as part of the Foothill Boulevard Specific Plan is limited. Some reductions in traffic on Foothill Boulevard can be achieved through signs alerting motorists to other alternate routes, but substantial reduction in traffic will occur only when the Route 30 freeway is constructed.

The following mitigation measures are imposed or will be imposed at the appropriate development stage as conditions on the project which mitigate this impact somewhat, but not to a level of non-significance:

a. Foothill Boulevard.

(1) Traffic signals shall be installed at the intersections of Moreno Avenue, "B" Street, Emerald Avenue, and Bradford Street on Foothill Boulevard.

(2) Signage shall be erected to encourage use of other east-west roadways and reduce traffic on Foothill Boulevard. Such signage shall be awarded and installed in coordination with CalTrans.

(3) "B" Street shall not be provided with a cul-de-sac at Foothill Boulevard.

The EIR called for the study of a deceleration lane for east bound traffic at "B" Street and Foothill Boulevard and right turn only medians for north and south bound traffic on "B" Street. This mitigation has not been adopted because it would require removal of a 20 foot landscape buffer between the northernmost "B" street resi-

dence and Foothill Boulevard. On balance, the mitigation is environmentally infeasible.

(4) Where provided, bus turnouts and stops shall be constructed on the far side of intersections to reduce conflicts between buses and through traffic.

(5) The City shall encourage the implementation of measures such as ride sharing, van pooling, etc., and support the use of public transit to reduce the number of vehicle trips produced by study area employees, patrons, and residents including the following support strategies:

a) The establishment of a Transit Management Association comprised of business owners to discuss potential strategies which can be implemented by employers to encourage use of public transit.

b) Making information on public transit and alternate transportation systems available to all study area employees and patrons.

c) Provision of bus turnouts, bus stops/shelters, and other features to accommodate buses and other forms of alternate transportation.

(6) All internal streets within development shall be constructed to full ultimate cross sections as adjacent development occurs.

(7) Stop signs shall be installed at all site ingress and egress points on Foothill Boulevard.

(8) Incorporation of the LED land use designations for study sites 4 and 7 reduced ADT's for site 4 from 5, 725 to 3,681; ADT's for site 7 increased from 4,000 to 5,060 resulting in a net decrease.

b. Commercial Sites.

(1) Landscape plantings and signs shall be limited to 36 inches in height within 25 feet of project driveways to assure good visibility.

(2) Where feasible, interparcel connections between future commercial centers shall be required.

(3) Acceleration and deceleration lanes shall be installed per CalTrans standards wherever possible at all future driveway locations on Foothill Boulevard. The City shall implement a deceleration/acceleration lane program.

(4) All automotive uses shall provide sufficient off-street parking for all patrons. No on-street customer parking or storage of on-sale vehicles shall be permitted.

(5) The specific plan shall incorporate reduction in setbacks and parking requirements in order to implement deceleration lanes in existing centers and properties.

c. Streetscape Trees.

Prior to the installation of street scape trees, the City shall determine which option shall be used (i.e., use of 4-inch or smaller trees, reduced speed limit, or indemnification of the state). The size of streetscape trees shall be adjusted accordingly.

2. Schools.

The EIR finds that approval of the proposed project will incrementally increase the demand for school services, and will add to existing overcrowding at Bonita Unified School District facilities. The proposed project's student contribution -- a total of 27 students -- will be

small, and will not in of itself create a significant impact. Payment of school fees by all study area uses will help mitigate impacts, but will not eliminate existing facility shortages.

The following mitigation measures are imposed as conditions on the project which mitigate this impact somewhat, but not to a level of non-significance:^{3/}

(1) All study area development shall pay to the Bonita Unified School District the legally established schools impact fee in effect at the time of application for building permits.

(2) School busing fees established by the Bonita Unified School District shall be paid by all families using District bus service.

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Although the project's impact on school facilities is significant in a cumulative sense, state law does not allow imposition of any mitigation in addition to payment of \$1.56 per square foot of habitable area. Therefore, although this impact is not mitigated to a level of non-significance, it is unnecessary for the city council to adopt a statement of overriding considerations in connection with this impact.

C. PROJECT BENEFITS.

The City Council of the City of La Verne, California finds that the project will provide the following economic, social and other benefits (hereinafter collectively the "benefits") to the City:

1. Land Use.

Development of the proposed project will replace vacant land uses and other land uses which are not in conformance with zoning with conforming uses on approximately 69 acres within the study area, resulting in a substantial reduction in the amount of nonconforming, underutilized, or vacant land within the study area. The proposed project will therefore have a significant positive impact.

2. Aesthetics.

Development of the proposed project will result in a significant overall improvement in the appearance of the study area through the replacement of existing unsightly features with new development and through the application of uniform standards for buildings, landscaping, and other structures. The project discourages strip commercial

centers and marginally viable uses that may lead to vacant storefronts and lease space.

3. Economic Development.

The project encourages viable commercial development through site-tailored development standards designed to promote maximum use of the land, parking standards tied to actual needs anticipated, and by providing incentives for businesses currently in short supply. Use designations encourage development likely to generate sales tax and enhance the City's property tax base. Development standards encourage development of property as integrated business centers.

4. Affordable Housing.

The project provides for residential housing densities that will meet a variety of housing needs. The project provides a density bonus incentive to encourage development of senior housing.

D. STATEMENT OF OVERRIDING CONSIDERATIONS.

The City Council finds that for the reasons discussed herein, the project's unmitigable adverse impacts on traffic and circulation described in Section B are outweighed by the benefits of the project and are therefore acceptable. Further, the project alternatives identified in the EIR will not provide the project benefits to the same extent as the project or will have greater impacts as discussed below, and are thus infeasible.

1. Alternatives.

The EIR addresses the following project alternatives:

- No project; consisting of development of the study area under existing general plan and zoning designations, but without the design and other measures included in the proposed project.
- No development; under which the specific sites would remain in their present condition, with no

further study area development taking place.

- High-intensity commercial; all proposed commercial development would take place at a higher intensity than would occur under the proposed project, increasing the number of square feet of commercial development which takes place. All design and aesthetic elements of the proposed project would be included under this alternative.

- Site specific alternatives (LED); under which various options for use of the special study sites are discussed. The least environmentally detrimental of these options were incorporated into a least environmentally detrimental ("LED") alternative.

a. No project.

Under the no project alternative, development of the 12 sites identified would occur according to existing City general plan and zoning requirements and standards.

Since development under the proposed project would not differ substantially from that which would take place under existing land use designations, the primary result would be a reduction in the control over site aesthetics and design. In addition, acceleration and deceleration lanes for individual projects, as well as interconnections between parcels, may not be constructed, increasing the potential for traffic impacts.

Therefore, this alternative would have greater impacts on traffic and circulation and would not provide project benefits nos. 1 (land use) or 2 (aesthetics). Economic development would continue at current rates. Although some portions of the study area are currently designated for residential uses, current designations are not at densities that assure affordable housing to the extent the project does. This alternative does not provide for senior housing density bonuses. On balance, the no project alternative provides fewer project benefits and is more environmentally damaging than the project.

b. No Development Alternative.

Under this alternative, no further development would take place within the study area. Sites which are presently vacant would not be developed, and those sites which have redevelopment potential would retain their existing uses. Since this alternative would essentially retain existing levels of use (and, therefore, generation of environmental impacts), it represents a baseline against which the incremental impacts of the proposed project and the other alternatives can be measured.

It should be noted that this alternative was examined by the City and the owners of various sites within the study area and, since it provided for perpetual maintenance of these sites as open space, was rejected as being legally infeasible. The City Council concurs in that determination. The no development alternative would have marginally fewer impacts on traffic and circulation and would also have fewer impacts on long distance views. It would result in marginally fewer air quality and noise impacts. However, it would provide none of the project benefits. The decision to reject the "no project" alternative was part of the process which led to the formation of the proposed project.

c. High-Intensity Commercial
Development.

Under this alternative, all commercial development included in the proposed project would take place at higher intensities than is presently proposed. Increases in intensity could occur through increased building height or allowable site coverage, or a combination of both. The types of commercial uses included in the proposed project would continue to occur under this alternative.

Since this alternative would result in the generation of higher levels of traffic, increases in use of utilities, energy, and public services, and would therefore result in increases in the level of virtually all impacts, it can be viewed as a "worst case" scenario. For this reason, it is considered environmentally infeasible.

In general, many impacts resulting from this alternative would be proportional to the increase and intensity of use. That is, if the intensity of use is increased by 10 percent, compared to the proposed project, the level of impacts related to use intensity (i.e., air quality, circulation, drainage, noise, public services, and utilities) would also increase by 10 percent.

This alternative would not provide project benefit no. 4 (affordable housing), and, due to the greater intensity would provide project benefit no. 2 (aesthetics) to a lesser extent.

d. Site-Specific Alternatives (LED).

The EIR discusses and evaluates two development options for each of the special study sites. The LED approved by the Commission on Environmental Quality ("CEQ") incorporates the least environmentally disruptive options for each of these sites. The project incorporates the LED designations for sites 1, 2, 3, 4, 6, 7 and 9.

The LED recommends professional office uses for site 5, but the project designates this site for commercial uses. The City Council finds that the LED alternative for this site would provide no environmental advantage of site development standards and would provide fewer.

The LED recommends professional office uses for site 8, but the project designates this site for commercial uses. The City Council finds that the LED for this site would provide no environmental advantage over the project after the incorporation of site development standards and would provide fewer economic benefits.

E. CONCLUSION.

The City Council hereby finds that all feasible mitigation measures identified in the EIR have been adopted as conditions of approval of the Project. The project benefits outweigh the traffic/circulation impacts not mitigated to a level of non-significance.

The project is environmentally superior to the no project alternative and, in fact, the project has fewer traffic impacts. The no project alternative would not provide project benefits nos. 1, 2, or 4 and would reduce project benefit no. 3.

The no development alternative is environmentally superior to the project and has fewer traffic impacts. However, since this alternative requires that vacant sites be maintained in an underdeveloped state, is thus legally infeasible. Furthermore, this alternative provides none of the project benefits.

The high-intensity commercial development alternative would have greater overall impacts, including impacts on traffic and circulation. This alternative would not provide project benefit no. 4.

Finally, the site-specific alternatives have, for the most part, been incorporated into the LED. Wherever uses incorporated into the LED were not incorporated into the project, site development standards have been devised to assure that project impacts will be no greater than LED impacts.

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss. CITY CLERK'S CERTIFICATE
CITY OF LA VERNE)

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted by said City Council at a regular meeting of the said City Council held on the 8th day of June, 1989 and that the same was passed and adopted by the following vote to wit:

AYES: Council Members: Harvey, Gatti, Rodriguez, Walters,
and Mayor Blickenstaff.

NOES: Council Members: None.

ABSENT: Council Members: None.

ABSTAIN: Council Members: None.

N. KATHLEEN HAMM, CMC
City Clerk of the City of
La Verne, California

Hupe Estrella

By Lupe Estrella
Deputy City Clerk

(SEAL)

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF LA VERNE)

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, DO HEREBY CERTIFY that the above and foregoing is a full, true, and correct copy of Resolution No. 89-86 of said City Council and that said Resolution was adopted at the time and by the vote stated on the above certificate, and has not been amended or repealed.

N. KATHLEEN HAMM, CMC
City Clerk of the City of
La Verne, California

Gupe Estrella

By Lupe Estrella
Deputy City Clerk

(SEAL)

1 RESOLUTION NO. 89-86

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY
3 OF LOS ANGELES, STATE OF CALIFORNIA, APPROVING GENERAL PLAN
4 AMENDMENT NO. 60, AMENDING CERTAIN GENERAL PLAN LAND USE
5 DESIGNATIONS WITHIN THE FOOTHILL BOULEVARD CORRIDOR

6 WHEREAS, The City of La Verne has an adopted general plan
7 which includes an environmental resources management element and
8 a land use map; and

9 WHEREAS, Section 65300 et. seq. of the California
10 Government Code empowers cities to prepare and amend general
11 plans; and

12 WHEREAS, The City Council of the City of La Verne
13 appointed the citizen-based Foothill Boulevard Committee to
14 study the circulation, land use, economic development and
15 aesthetic impacts of development along the Foothill Boulevard
16 corridor; and

17 WHEREAS, the City Council of the City of La Verne, based
18 upon recommendations of the Foothill Boulevard Committee,
19 directed preparation of the Foothill Boulevard Specific Plan to
20 address circulation, land use, economic development and
21 aesthetic impacts of development along the corridor; and

22 WHEREAS, this City-initiated general plan amendment
23 proposes land use designations consistent with the Foothill
24 Boulevard Committee's recommendations and superior to those land
25 use designations currently existing on the sites; and

26 WHEREAS, the proposed land use designations begin to
27 implement the Foothill Boulevard Committee's recommendations,
28 providing for land uses to benefit and guide the corridor's
29 development, serving the community as a whole; and

30 WHEREAS, the Planning Commission, in accordance with
31 California Government Code Sections 65354 and 65355 and Sections
32 2.48.020, 2.48.150 and 2.48.160 of the La Verne Municipal Code,
recommended City Council approval of the proposed general Plan
amendment on April 26, 1989; and

WHEREAS, an environmental impact report was prepared in
accordance with the California Environmental Quality Act and
City of La Verne environmental guidelines and recommended for
certification by action of the Commission on Environmental
Quality on November 5, 1987 and by the Planning Commission on
April 26, 1989; and

WHEREAS, the Planning Commission of the City of La Verne
conducted public hearings in accordance with California
Government Code Section 65354, receiving oral and written
testimony on the following dates: August 24, 1988; September
14, 1988; September 28, 1988; October 12, 1988; October 19,
1988; October 26, 1988; November 9, 1988; November 30, 1988;
December 14, 1988; January 11, 1989; January 25, 1989;
February 22, 1989; March 8, 1989; March 22, 1989; April 12,
1989 and April 26, 1989; and

WHEREAS, notice of City Council public hearing was
published April 21, 1989, and mailed to property owners within
300' of the corridor on April 14, 1989; and

1 WHEREAS, the City Council conducted public hearings in
2 accordance with California Government Code Section 65358,
receiving oral and written testimony on May 1, 1989;

3 NOW, THEREFORE, BE IT RESOLVED by the City Council of the
4 City of La Verne as follows:

5 Section 1. The City Council HEREBY FINDS and DETERMINES
that:

6 A. The general plan amendment for the three parcels
7 described in below and shown in Exhibits A, B, & C, is
8 compatible with the surrounding land uses as described
below:

| <u>Site</u> | <u>Description</u> |
|--|---|
| "Ramona Condos" APN 8661-21-25 Tract 38474 Condo Units 1 through 82 | The amendment would remove this parcel from the Administrative designation to the Medium Density Residential (0-10 du/ac) designation. Existing development is attached residential, consistent with the proposed general plan designation. The general plan amendment will make the land use conforming. |
| "Site 4" APN 8375-4-13 Lot 6 of Lancaster's Subdivision of the Evergreen Ranch | This amendment would remove this parcel from the Medium Density Residential (0-10 du/ac) designation to the Commercial/Business Park and Medium Density Residential (0-10 du/ac) designations. These new designations will increase the commercial attractiveness of the boulevard and allow development better able to be compatible with the surrounding residential and commercial uses by providing more landscaping, more efficient circulation patterns and more appropriate use orientation. |
| "Site 9" APN 8666-23-3 Lot 8, Section 6 Township 15, Range 8 | This amendment would remove this parcel from the Commercial designation and place it in the Medium Density Residential (0-10 du/ac) designation. Limited frontage on Foothill Boulevard, proximity to single-family and mobile home residential neighborhoods and poor visibility from Foothill Boulevard make this site more appropriate for residential uses than commercial. |

1 B. The proposed amendment is consistent with the goals and
2 policies of the adopted general plan in that it ensures
3 compatible development with adjoining uses, encourages
development of more diverse commercial uses and maintains
and enhances the corridor's landscaping and streetscape.

4 C. The amendment furthers public interest and promotes the
5 general welfare of the City of La Verne by aligning
6 general plan land use designations with existing land
7 uses or by tailoring general plan land use designations
to meet physical, environmental and fiscal constraints
for the parcels considered. The amendment would allow
for the intensification of the corridor's central area.

8 Section 2. The City Council HEREBY APPROVES General
9 Plan Amendment No. 60, a City-initiated request to amend the
10 general plan land use designations for the three properties as
described in Section 1 above and shown in exhibits A, B and C
attached hereto.

11 Section 3. The Mayor shall sign and the City Clerk shall
12 certify to the passage and adoption of this Resolution and
thereupon the same shall take effect and be in force.

13 APPROVED AND ADOPTED this 8th day of June, 1989.

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15
16 /s/ JON BLICKENSTAFF

17 _____
Mayor of the City of La Verne

18 ATTEST:

19 /s/ N. KATHLEEN HAMM

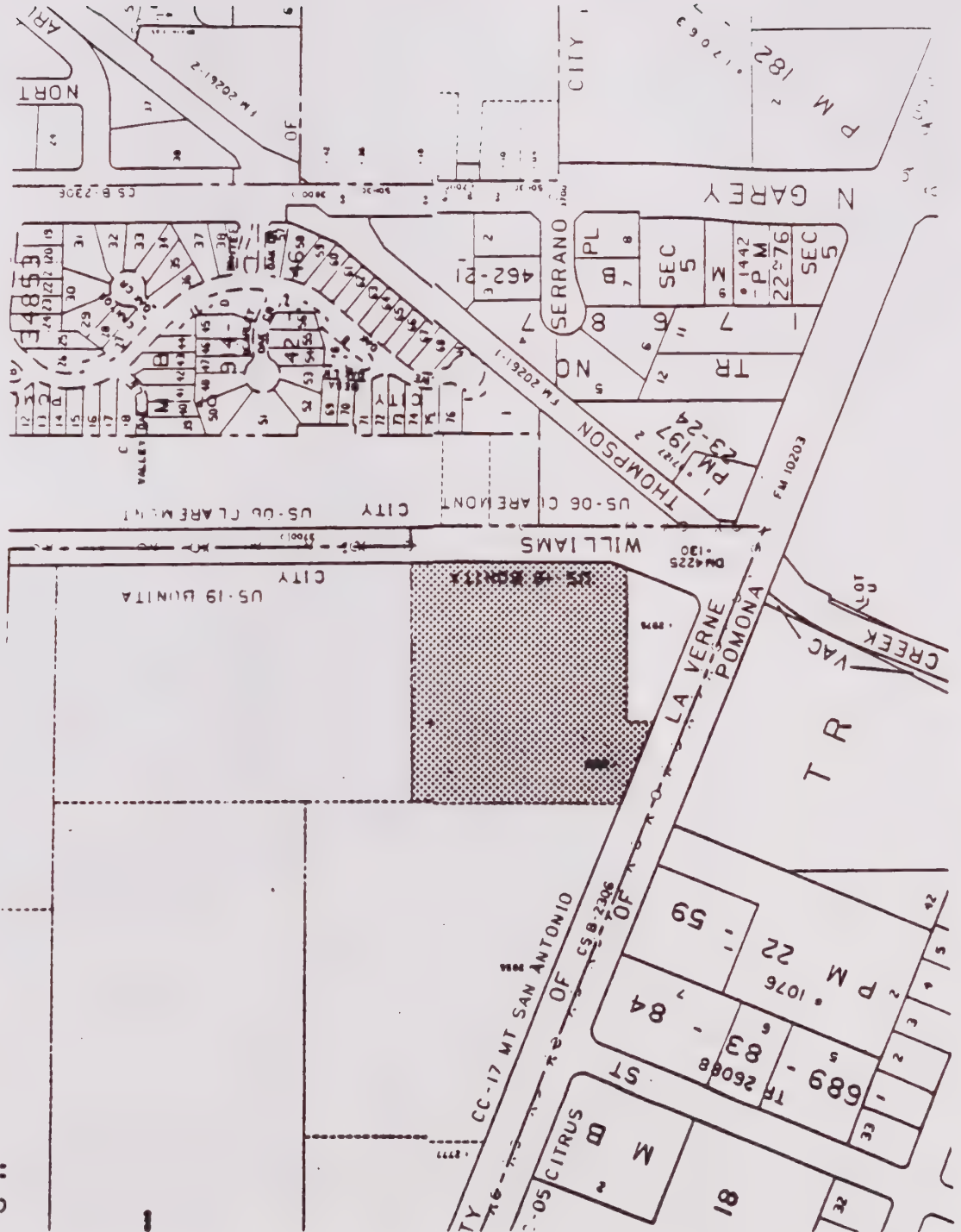
20 _____
City Clerk



Site 4
General Plan Amendment
from Medium Density Residential
to Commercial and Medium Density Residential



EXHIBIT C



Site 9
General Plan Amendment
from Commercial to Medium Density Residential



STATE OF CALIFORNIA) CITY CLERK'S CERTIFICATE
COUNTY OF LOS ANGELES) ss. RE ADOPTION OF RESOLUTION
CITY OF LA VERNE)

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted by said City Council at a regular meeting of the said City Council held on the 8th day of June, 1989 and that the same was passed and adopted by the following vote to wit:

AYES: Council Members: Harvey, Gatti, Rodriguez, Walters,
and Mayor Blickenstaff.

NOES: Council Members: None.

ABSENT: Council Members: None.

ABSTAIN: Council Members: None.

N. KATHLEEN HAMM, CMC
City Clerk of the City of
La Verne, California

By Lupe Estrella
Deputy City Clerk

(SEAL)

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF LA VERNE)

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, DO HEREBY CERTIFY that the above and foregoing is a full, true, and correct copy of Resolution No. 89-85 of said City Council and that said Resolution was adopted at the time and by the vote stated on the above certificate, and has not been amended or repealed.

N. KATHLEEN HAMM, CMC
City Clerk of the City of
La Verne, California

Lupe Estrella
By Lupe Estrella
Deputy City Clerk

(SEAL)

Appendix B: Planning Commission Resolutions

Planning Commission Resolution 445, recommending City Council certification of the environmental impact report (Case No. 51-87EIR) and adoption of the statement of overriding considerations.

Planning Commission Resolution 446, recommending City Council adoption of the general plan amendment (GPA No. 60).

Planning Commission Resolution 447, recommending City Council approval of the zone change (ZC No. 2139) and of the Foothill Boulevard Specific Plan (SP 86-18).

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RESOLUTION NO. 445

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT (CASE NO. 51-87EIR) FOR GENERAL PLAN AMENDMENT NO. 60 AND THE FOOTHILL BOULEVARD SPECIFIC PLAN (ZONE CHANGE NO. 2139, SPECIFIC PLAN SP 86-18); AND APPROVE THE STATEMENT OF OVERRIDING CONSIDERATIONS

WHEREAS, the City of La Verne initiated a specific plan and associated general plan amendments to address specific issues in the Foothill Boulevard corridor, including circulation, land use, economic development and aesthetics; and

WHEREAS, the Community Development Department determined, on the basis of an initial study, that an environmental impact report was necessary to study and disclose the environmental impacts associated with the proposed specific plan's provisions; and

WHEREAS, a draft environmental impact report was prepared in accordance with the requirements of the California Environmental Quality Act of 1970 as amended and the City of La Verne environmental guidelines; and

WHEREAS, the draft environmental impact report was considered by the Traffic Commission on December 16, 1986, January 20, 1987, April 21, 1987 and May 19, 1987, which recommended the incorporation of certain mitigation measures; and

WHEREAS, public hearings were conducted before the Commission on Environmental Quality on July 2, August 6, September 10, October 1, and November 5, 1987 to receive public testimony; and

WHEREAS, the Commission on Environmental Quality recommended certification of the draft environmental impact report on November 5, 1987; and

WHEREAS, Section 2.48.165 of the La Verne Municipal Code authorizes the Planning Commission to review and recommend certification of environmental impact reports as authorized by the California Environmental Quality Act of 1970, as amended and by the City of La Verne environmental guidelines; and

1 WHEREAS, the Planning Commission conducted public
2 hearings in accordance with the City of La Verne environmental
3 guidelines, receiving oral and written testimony on the
4 following dates: August 24, 1988; September 14, 1988;

5 September 28, 1988; October 12, 1988; October 19, 1988;
6 October 26, 1988; November 9, 1988; November 30, 1988;
7 December 14, 1988; January 11, 1989; January 25, 1989;
8 February 22, 1989; March 8, 1989; March 22, 1989; April 12,
9 1989 and April 26, 1989;

10 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission
11 of the City of La Verne as follows:

12 Section 1. The Planning Commission HEREBY FINDS and
13 DETERMINES that the draft environmental impact report contains a
14 complete and accurate reporting of environmental impacts
15 associated with the proposal; and HEREBY RECOMMENDS
16 certification of the document as complete.

17 Section 2. The Planning Commission HEREBY FINDS and
18 DETERMINES that the land use designations contained in the least
19 environmentally disruptive alternative in the environmental
20 impact report have been incorporated into the proposed specific
21 plan in accordance with Section 3.2.3 of the City of La Verne
22 environmental guidelines.

23 Section 3. The Planning Commission HEREBY FINDS and
24 DETERMINES that the following environmental impacts are
25 significant and that despite incorporation of specific
26 mitigation measures to lessen such impacts, are not mitigated to
a level of insignificance: traffic, circulation and schools.

Section 4. The Planning Commission HEREBY FINDS and
DETERMINES that the least environmentally disruptive alternative
involves a reduction in the amount of land use devoted to
commercial entertainment and automotive sales. All mitigation
measures as listed in the off-site impact matrix within the
draft environmental impact report shall be incorporated within
and considered a part of the Foothill Boulevard Specific Plan.

Section 5. Mitigation Monitoring. All discretionary
approvals within the Foothill Boulevard corridor and subsequent
to adoption of the Foothill Boulevard Specific Plan shall be
subject to initial studies and environmental determinations in
accordance with the California Environmental Quality Act of 1970
as amended, and the community development department shall be
responsible for the implementation of a mitigation monitoring
program for the area served by the Foothill Boulevard Specific
Plan and environmental impact report subject to the provisions
of Public Resources Code Section 21081.6.

1 Section 6. The Planning Commission HEREBY RECOMMENDS
2 City Council approval of the Statement of Overriding
3 Considerations (Exhibit A) and transmits it to City Council for
4 action.

5 Section 7. The Chairman shall sign and the Secretary
6 shall attest to the approval of Resolution No. 445.

7 APPROVED AND ADOPTED this 26th day of April, 1989 by the
8 Planning Commission at La Verne, California.

9 
Chairman, Planning Commission

10 ATTEST:

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12 Secretary, Planning Commission
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RESOLUTION NO. 446

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 60, AMENDING CERTAIN GENERAL PLAN LAND USE DESIGNATIONS WITHIN THE FOOTHILL BOULEVARD CORRIDOR

WHEREAS, The City of La Verne has an adopted general plan which includes an environmental resources management element and a land use map; and

WHEREAS, Section 65300 et. seq. of the California Government Code empowers cities to prepare and amend general plans; and

WHEREAS, The City Council of the City of La Verne appointed the citizen-based Foothill Boulevard Committee to study the circulation, land use, economic development and aesthetic impacts of development along the corridor; and

WHEREAS, the City Council of the City of La Verne, based upon recommendations of the Foothill Boulevard Committee, directed preparation of the Foothill Boulevard Specific Plan to address circulation, land use, economic development and aesthetic impacts of development along the corridor; and

WHEREAS, this City-initiated general plan amendment proposes land use designations consistent with the Foothill Boulevard Committee's recommendations and superior to those land use designations currently existing on the sites; and

WHEREAS, the proposed land use designations begin to implement the Foothill Boulevard Committee's recommendations, providing for land uses to benefit and guide the corridor's development, serving the community as a whole; and

WHEREAS, the Planning Commission, in accordance with California Government Code Sections 65354 and 65355 and Sections 2.48.020, 2.48.150 and 2.48.160 of the La Verne Municipal Code, is authorized to forward recommendations on general plan amendments to the City Council; and

WHEREAS, an environmental impact report was prepared in accordance with the California Environmental Quality Act and City of La Verne environmental guidelines and recommended for

1 certification by action of the Commission on Environmental
2 Quality on November 5, 1987; and

3 WHEREAS, notice of Planning Commission public hearing was
4 published August 12, 1988, September 25, 1988 and February 24,
5 1989 and mailed to property owners within 300' of the corridor
6 on August 11, 1988; and

7 WHEREAS, the Planning Commission of the City of La Verne
8 conducted public hearings in accordance with California
9 Government Code Section 65854, receiving oral and written
10 testimony on the following dates: August 24, 1988; September
11 14, 1988; September 28, 1988; October 12, 1988; October 19,
12 1988; October 26, 1988; November 9, 1988; November 30, 1988;
13 December 14, 1988; January 11, 1989; January 25, 1989;
14 February 22, 1989; March 8, 1989; March 22, 1989; April 12,
15 1989 and April 26, 1989;

16 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission
17 of the City of La Verne as follows:

18 Section 1. The Planning Commission HEREBY FINDS and
19 DETERMINES that:

20 A. The general plan amendment for the three parcels
21 described in below and shown in Exhibits A, B, & C, is
22 compatible with the surrounding land uses as described
23 below:

| <u>Site</u> | <u>Description</u> |
|--|--|
| "Ramona Condos" APN 8661-21-25 Tract 38474 Condo Units 1 through 82 | The amendment would remove this parcel from the Administrative designation to the Medium Density Residential (0-10 du/ac) designation. Existing development is attached residential, consistent with the proposed general plan designation. The general plan amendment will make the land use conforming. |
| "Site 4" APN 8375-4-13 Lot 6 of Lancaster's Subdivision of the Evergreen Ranch | This amendment would remove this parcel from the Medium Density Residential (0-10 du/ac) designation to the Commercial/Business Park and |

1 Medium Density Residential (0-10
2 du/ac) designations. These new
3 designations will increase the
4 commercial attractiveness of the
5 boulevard and allow development
6 better able to be compatible with
7 the surrounding residential and
8 commercial uses by providing more
9 landscaping, more efficient
10 circulation patterns and more
11 appropriate use orientation.

12 "Site 9"
13 APN 8666-23-3
14 Lot 8, Section 6
15 Township 15, Range 8

This amendment would remove this
parcel from the Commercial
designation and place it in the
Medium Density Residential (0-10
du/ac) designation. Limited
frontage on Foothill Boulevard,
proximity to single-family and
mobile home residential
neighborhoods and poor visibility
from Foothill Boulevard make this
site more appropriate for
residential uses than commercial.

- 16 B. The proposed amendment is consistent with the goals and
17 policies of the adopted general plan in that it ensures
18 compatible development with adjoining uses, encourages
19 development of more diverse commercial uses and maintains
20 and enhances the corridor's landscaping and streetscape.
- 21 C. The amendment furthers public interest and promotes the
22 general welfare of the City of La Verne by aligning
23 general plan land use designations with existing land
24 uses or by tailoring general plan land use designations
25 to meet physical, environmental and fiscal constraints
26 for the parcels considered. The amendment would allow
for the intensification of the corridor's central area.

Section 2. The Planning Commission HEREBY RECOMMENDS
approval of General Plan Amendment No. 60, a City-initiated
request to amend the general plan land use designations for the
three properties as described in Section 1 above and shown in
exhibits A, B and C attached hereto.

1 Section 3. The Chairman shall sign and the Secretary
2 shall attest to the approval of Resolution No. 446.

3 APPROVED AND ADOPTED this 26th day of April, 1989 by the
4 Planning Commission at La Verne, California.

5 
6 _____
Chairman, Planning Commission

7 ATTEST:

8
9 
10 _____
11 Secretary, Planning Commission

RESOLUTION NO. 447

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECOMMENDING APPROVAL OF ZONE CHANGE 2139 AND RECOMMENDING APPROVAL OF THE FOOTHILL BOULEVARD SPECIFIC PLAN, MORE PARTICULARLY KNOWN AS SPECIFIC PLAN NO. 86-18.

WHEREAS, the City of La Verne has an adopted general plan which includes an environmental resources management element and a land use map; and

WHEREAS, the City of La Verne has an adopted zoning map; and

WHEREAS, the City Council of the City of La Verne appointed the citizen-based Foothill Boulevard Committee in 1984 to study development impacts along the Foothill Boulevard Corridor and to make recommendations to the City; and

WHEREAS, the City Council of the City of La Verne, based upon recommendations from the Foothill Boulevard Committee, initiated preparation of the Foothill Boulevard Specific Plan to address circulation, land use, economic development and aesthetic issues; and

WHEREAS, the Foothill Boulevard Corridor is defined by that land described in Exhibit A and shown in Exhibits B, C and D; and

WHEREAS, the properties considered would have general plan land use designations consistent with the zoning proposed in the Foothill Boulevard Specific Plan with approval of General Plan Amendment No. 60; and

WHEREAS, the development standards and guidelines contained within the plan are consistent with the City's adopted general plan and with the proposed comprehensive general plan revision; and

WHEREAS, the policies, guidelines and standards contained within the specific plan are consistent with the La Verne Central City Redevelopment Project Redevelopment Plan, as amended; and;

WHEREAS, an environmental impact report was prepared and then recommended for certification by action of the Commission on Environmental Quality on November 5, 1987 in accordance with the California Environmental Quality Act and City of La Verne environmental guidelines; and

1 WHEREAS, zone changes are governed by Section 18.112.010
2 of the La Verne Municipal Code, which establishes the standards
3 and proceedings relating to this application; and

4 WHEREAS, the attached staff report describes and
5 justifies the land use designations for each of the 11 study
6 sites; and

7 WHEREAS, the Planning Commission, in accordance with
8 California Government Code Sections 65855 and 65856, is
9 authorized to forward recommendations on zone changes to the
10 City Council;

11 WHEREAS, notice of Planning Commission public hearing was
12 published August 12, 1988, September 25, 1988 and February 24,
13 1989 and mailed to property owners within 300' of the corridor
14 on August 11, 1988; and

15 WHEREAS, the Planning Commission of the City of La Verne
16 conducted public hearings in accordance with California
17 Government Code Section 65854, receiving oral and written
18 testimony on the following dates: August 24, 1988, September
19 14, 1988; September 28, 1988; October 12, 1988; October 19,
20 1988; October 26, 1988; November 9, 1988; November 30, 1988;
21 December 14, 1988; January 11, 1989; January 25, 1989;
22 February 22, 1989; March 8, 1989; March 22, 1989; April 12,
23 1989 and April 26, 1989; and

24 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission
25 of the City of La Verne as follows:

26 Section 1. The Planning Commission HEREBY FINDS and
DETERMINES that the project satisfies the requirements of La
Verne Municipal Code section 18.112.060 in that:

- 27 A. The proposed zone change to the specific plan zone is in
28 conformance with the adopted general plan and with the
29 proposed comprehensive general plan revision in that it
30 will provide for special treatment of the city's major
31 commercial corridor, will lead to consistent design
32 themes and development regulations not available through
33 citywide zoning standards, will provide for special
34 standards for corridor development to reduce noise,
35 circulation and aesthetic impacts on adjoining
36 residential and commercial properties, will enhance
community identity, will comprehensively address
pedestrian, bicycle, transit and automobile circulation
issues and will limit strip commercial development.
- 37 B. The proposed zone change would better serve the
38 properties within the corridor, considering the nature,
39 use and proposed uses of adjacent properties, and that

1 Section 5. The Planning Commission HEREBY RECOMMENDS
2 that the City Council direct the community development
3 department to study a zoning text amendment to create a
4 "Neighborhood Commercial" zone to replace both the Commercial
5 Professional Development and Administrative-Professional zones,
6 to make the appropriate changes in the sign ordinance and to
7 study specific plan amendments for the Designated (Industrial)
8 Specific Plan (SP 85-16) and Oldtown Specific Plan (SP 82-5)
9 concerning the regulation of adult businesses.

10 Section 6. The Chairman shall sign and the Secretary
11 shall attest to the approval of Resolution No 447.

12 APPROVED AND ADOPTED this 26th day of April, 1989 by the
13 Planning Commission at La Verne, California.

14 
15 _____
16 Chairman, Planning Commission

17 ATTEST:

18 
19 _____
20 Secretary, Planning Commission

The following mitigation measures are imposed as conditions on the project, will be imposed at the appropriate development stage, or are incorporated into the project which mitigate these impacts to a level of non-significance:

(1) All outdoor storage areas shall be provided with security lighting or fencing to reduce the potential for theft.

(2) All new uses shall be provided with security lighting to reduce the potential for crime in parking in storage areas.

(3) All potential crime generating uses (such as automatic teller machines) shall be located in heavily traveled and highly visible areas. All such uses shall be provided with security lighting. The specific plan shall implement ATM development standards that insure safe, convenient and properly designed automatic teller machines.

(4) To reduce the potential for theft of or from vehicles, all new residential uses within the study area shall be provided with enclosed garages, or as approved by the Police Department.

(5) Site design for individual projects shall incorporate "defensible space" features to reduce the potential for crime within each site.

(6) All individual commercial development shall provide "knox box" type key safes and shall provide keys to these safes to the Police Department to permit access to locked or gated portions of each site.

(7) Police Department staffing should be increased as the demand for police protection increases. Optimum personnel to population ratio should be maintained.

(8) To the extent possible, all store fronts should be visible from Foothill Boulevard to assist police personnel in the identification and/or location of potential problems.

(9) The police department shall review precise plans for access, visibility, hydrant locations, water availability, and other safety concerns.

(10) The City is currently studying "high demand" uses. The study may result in the payment of public safety fees for high demand uses, which shall be implemented within the study area.

(11) Incorporation of the LED land use designations for sites 4 and 7, into the project has reduced the demand for police.

8. Fire Protection.

The EIR finds that the proposed project will increase the demand for fire protection services as development of the 12 project sites occurs. Increased traffic congestion on Foothill Boulevard, resulting primarily from offsite sources, will increase the number of occasions on which emergency vehicles will be forced to enter opposing traffic to reach fire locations.

The following mitigation measures are imposed, will be imposed at the appropriate development stage, or are incorporated into the project as conditions which mitigate these impacts to a level of non-significance:

(1) Where possible, at least two points of access shall be provided to each specific plan site.

(2) Where possible, all project sites shall be provided with an alternate access route to Foothill

Boulevard to reduce the need to use Foothill Boulevard during peak congestion hours to reach each site.

(3) All internal circulation systems shall be designed to provide access to Fire Department vehicles to all portions of each project site.

(4) Where provision of two access points to a specific plan site is not possible, a maximum cul-de-sac length of 600 feet shall be maintained.

(5) All structures shall be engineered to meet requirements of the Uniform Building and Fire Codes.

(6) Access for emergency vehicles shall be provided to all portions to each project site, both during and after construction. The Fire Department shall be provided with keys to all construction gates.

(7) All individual commercial developments shall provide "knox box" type key safes and shall provide keys to these safes to the Fire Department to permit access to locked or gated portions of each site.

(8) The fire department shall review previous plans for access, visibility, hydrant locations, water availability, and other safety concerns.

(9) The City shall continue its paramedic service fee.

(10) To the extent possible, all store fronts shall be visible from Foothill Boulevard to assist emergency personnel in the identification and/or location of potential problems.

(11) Incorporation of the LED land use alternatives for sites 4 and 7 into the project has decreased anticipated demands on fire services.

9. Parks.

The EIR finds that approval of the proposed project will incrementally increase the demand for public parks, generating the need for approximately 0.4 acres of additional park land. Since the City is presently operating with a shortage of park facilities, this increase in demand will add to the existing shortage. Payment of park development fees (and, potentially, payment of land acquisition fees) will provide the City with funding to mitigate this impact, although construction of other park facilities will also be required to provide sufficient park land for the City as a whole.

Although the EIR finds that this impact is not mitigable to a level of non-significance, mitigations measure number (2) has been imposed by the City and mitigation measure number (3) will be imposed by the City prior to project implementation. The imposition of these 4 measures will mitigate the projects impacts on parks to a level of non-significance.

The following mitigation measures are imposed as a condition on the project which mitigate this impact to a level of non-significance:

(1) All residential units constructed within the study area shall pay to the City the legally established "bedroom fee" in effect at the time of application for building permits.

(2) New commercial and industrial development shall pay park impact fees established by the City's park fee ordinance.

(3) The City shall review and update its park fee ordinance so as to provide for acquisition and construction of park land and open space facilities so that new development does not add to existing shortages.

10. Geology and Soils.

The EIR finds that the project site has not experienced any hazardous seismic activity. The risk of seismic activity within the project area is generally no different than in other areas of La Verne and Southern California.

Soils within the study area are subject to settling and expansion, depending upon soil type.

The following mitigation measures are imposed or will be imposed at the appropriate development stage as conditions on the project which mitigate these impacts to a level of non-significance:

(1) Development of the proposed project will increase the number of persons within the project area who will be subject to seismic events. Use of Uniform Building Code construction techniques shall be used for all structures within the project area.

(2) Prior to construction of all new uses, a detailed soil study for each site shall be prepared by a registered soils engineer which shall identify engineering

techniques necessary to overcome potential expansion or settling of soils.

11. Utilities.

Use of all utilities--electricity, natural gas, water, and sewer-- will increase as development of the proposed project proceeds. However, no shortage of capacity is projected, provided planned improvements to the City's water storage system are completed to provide adequate fire flows.

The following mitigation measures are imposed or will be imposed at the appropriate development stage to reduce utilities impacts of the proposed project:

a. General Energy Conservation.

(1) All new study area development shall incorporate energy conservation measures as required by Title 24 of the California Administrative Code.

(2) All new study area structures shall be provided with building insulation to meet standards established by the State of California or the City, whichever is more stringent.

b. Electrical.

(1) Wherever possible, energy-efficient lighting shall be used in all new study area developments.

(2) Wherever possible, new study area structures shall be provided with entries for natural lighting to reduce the need for electrical lighting during normal building operations.

c. Natural Gas.

(1) All water heaters installed in new study area uses shall be of the minimum size possible consistent with maintenance of sufficient hot water supplies. All water heaters and hot water transmission lines shall be insulated to reduce consumption of natural gas.

d. Water Service.

(1) To minimize interior water consumption, the following features shall be incorporated into all structures: maintenance of all water supply lines at 50 psi or less, where feasible; low flush toilets (three gallons or less per flush); insulated water lines, to reduce water waste when using hot water.

(2) To minimize exterior water consumption, the following measures shall be implemented, where feasible: use of low water consuming plant; use of "drip" or other low water consuming irrigation systems; operation of all irrigation systems shall be managed to reduce overspray of water onto impervious surfaces or other areas not suitable for irrigation.

e. Sewer Service.

(1) All new study area uses shall be required to incorporate low-flush toilets, thereby reducing the quantity of water produced.

f. Solid Waste.

(1) The City shall require trash compacting equipment for commercial and residential development.

(2) Trash disposal methods and location of trash enclosures shall be reviewed by the City's solid waste disposal franchise prior to the issuance of precise plan approval.

(3) The City shall encourage the use and development of recycling centers in the Foothill Boulevard service area.

12. Fiscal and Economic Impacts.

The EIR finds that the project could affect the viability of existing similar projects, depending upon the market's ability to absorb new, similar businesses. The project also has the potential of contributing to the economic deterioration of La Verne's historic central business district.

The following mitigation measures are imposed or will be imposed at the appropriate development stage as conditions which mitigate these impacts to a level of non-significance.

(1) The City, working through the Redevelopment Agency shall continue to implement the Oldtown Specific Plan.

(2) Through the economic development program, the City shall develop strategies and programs for the revitalization of the downtown.

B. IMPACTS NOT MITIGABLE TO A LEVEL OF
NON-SIGNIFICANCE.

Despite the incorporation of mitigation measures into the project design and approval, two environmental impacts remain which cannot be mitigated to a level of non-significance. These are (1) increased traffic/circulation levels, and (2) school population increase.

1. Traffic/Circulation.

The EIR finds that due primarily to traffic generated outside the study area, future traffic levels on Foothill Boulevard will increase substantially. As a result, roadway and intersection capacity will be exceeded unless the number of vehicles using Foothill Boulevard can be reduced. Assuming current growth rates will continue, some intersections will overload within four years, and traffic levels at all intersections will exceed capacity by the year 2001. Since the majority of traffic is not related to study area uses, the ability of the City to mitigate circulation system impacts as part of the Foothill Boulevard Specific Plan is limited. Some reductions in traffic on Foothill Boulevard can be achieved through signs alerting motorists to other alternate routes, but substantial reduction in traffic will occur only when the Route 30 freeway is constructed.

The following mitigation measures are imposed or will be imposed at the appropriate development stage as conditions on the project which mitigate this impact somewhat, but not to a level of non-significance:

a. Foothill Boulevard.

(1) Traffic signals shall be installed at the intersections of Moreno Avenue, "B" Street, Emerald Avenue, and Bradford Street on Foothill Boulevard.

(2) Signage shall be erected to encourage use of other east-west roadways and reduce traffic on Foothill Boulevard. Such signage shall be awarded and installed in coordination with CalTrans.

(3) "B" Street shall not be provided with a cul-de-sac at Foothill Boulevard.

The EIR called for the study of a deceleration lane for east bound traffic at "B" Street and Foothill Boulevard and right turn only medians for north and south bound traffic on "B" Street. This mitigation has not been adopted because it would require removal of a 20 foot landscape buffer between the northernmost "B" street resi-

dence and Foothill Boulevard. On balance, the mitigation is environmentally infeasible.

(4) Where provided, bus turnouts and stops shall be constructed on the far side of intersections to reduce conflicts between buses and through traffic.

(5) The City shall encourage the implementation of measures such as ride sharing, van pooling, etc., and support the use of public transit to reduce the number of vehicle trips produced by study area employees, patrons, and residents including the following support strategies:

a) The establishment of a Transit Management Association comprised of business owners to discuss potential strategies which can be implemented by employers to encourage use of public transit.

b) Making information on public transit and alternate transportation systems available to all study area employees and patrons.

c) Provision of bus turnouts, bus stops/shelters, and other features to accommodate buses and other forms of alternate transportation.

(6) All internal streets within development shall be constructed to full ultimate cross sections as adjacent development occurs.

(7) Stop signs shall be installed at all site ingress and egress points on Foothill Boulevard.

(8) Incorporation of the LED land use designations for study sites 4 and 7 reduced ADT's for site 4 from 5, 725 to 3,681; ADT's for site 7 increased from 4,000 to 5,060 resulting in a net decrease.

b. Commercial Sites.

(1) Landscape plantings and signs shall be limited to 36 inches in height within 25 feet of project driveways to assure good visibility.

(2) Where feasible, interparcel connections between future commercial centers shall be required.

(3) Acceleration and deceleration lanes shall be installed per CalTrans standards wherever possible at all future driveway locations on Foothill Boulevard. The City shall implement a deceleration/acceleration lane program.

(4) All automotive uses shall provide sufficient off-street parking for all patrons. No on-street customer parking or storage of on-sale vehicles shall be permitted.

(5) The specific plan shall incorporate reduction in setbacks and parking requirements in order to implement deceleration lanes in existing centers and properties.

c. Streetscape Trees.

Prior to the installation of street scape trees, the City shall determine which option shall be used (i.e., use of 4-inch or smaller trees, reduced speed limit, or indemnification of the state). The size of streetscape trees shall be adjusted accordingly.

2. Schools.

The EIR finds that approval of the proposed project will incrementally increase the demand for school services, and will add to existing overcrowding at Bonita Unified School District facilities. The proposed project's student contribution -- a total of 27 students -- will be

small, and will not in of itself create a significant impact. Payment of school fees by all study area uses will help mitigate impacts, but will not eliminate existing facility shortages.

The following mitigation measures are imposed as conditions on the project which mitigate this impact somewhat, but not to a level of non-significance:^{3/}

(1) All study area development shall pay to the Bonita Unified School District the legally established schools impact fee in effect at the time of application for building permits.

(2) School busing fees established by the Bonita Unified School District shall be paid by all families using District bus service.

3/

Although the project's impact on school facilities is significant in a cumulative sense, state law does not allow imposition of any mitigation in addition to payment of \$1.56 per square foot of habitable area. Therefore, although this impact is not mitigated to a level of non-significance, it is unnecessary for the city council to adopt a statement of overriding considerations in connection with this impact.

C. PROJECT BENEFITS.

The City Council of the City of La Verne, California finds that the project will provide the following economic, social and other benefits (hereinafter collectively the "benefits") to the City:

1. Land Use.

Development of the proposed project will replace vacant land uses and other land uses which are not in conformance with zoning with conforming uses on approximately 69 acres within the study area, resulting in a substantial reduction in the amount of nonconforming, underutilized, or vacant land within the study area. The proposed project will therefore have a significant positive impact.

2. Aesthetics.

Development of the proposed project will result in a significant overall improvement in the appearance of the study area through the replacement of existing unsightly features with new development and through the application of uniform standards for buildings, landscaping, and other structures. The project discourages strip commercial

centers and marginally viable uses that may lead to vacant storefronts and lease space.

3. Economic Development.

The project encourages viable commercial development through site-tailored development standards designed to promote maximum use of the land, parking standards tied to actual needs anticipated, and by providing incentives for businesses currently in short supply. Use designations encourage development likely to generate sales tax and enhance the City's property tax base. Development standards encourage development of property as integrated business centers.

4. Affordable Housing.

The project provides for residential housing densities that will meet a variety of housing needs. The project provides a density bonus incentive to encourage development of senior housing.

D. STATEMENT OF OVERRIDING CONSIDERATIONS.

The City Council finds that for the reasons discussed herein, the project's unmitigable adverse impacts on traffic and circulation described in Section B are outweighed by the benefits of the project and are therefore acceptable. Further, the project alternatives identified in the EIR will not provide the project benefits to the same extent as the project or will have greater impacts as discussed below, and are thus infeasible.

1. Alternatives.

The EIR addresses the following project alternatives:

- No project; consisting of development of the study area under existing general plan and zoning designations, but without the design and other measures included in the proposed project.
- No development; under which the specific sites would remain in their present condition, with no

further study area development taking place.

- High-intensity commercial; all proposed commercial development would take place at a higher intensity than would occur under the proposed project, increasing the number of square feet of commercial development which takes place. All design and aesthetic elements of the proposed project would be included under this alternative.

- Site specific alternatives (LED); under which various options for use of the special study sites are discussed. The least environmentally detrimental of these options were incorporated into a least environmentally detrimental ("LED") alternative.

a. No project.

Under the no project alternative, development of the 12 sites identified would occur according to existing City general plan and zoning requirements and standards.

Since development under the proposed project would not differ substantially from that which would take place under existing land use designations, the primary result would be a reduction in the control over site aesthetics and design. In addition, acceleration and deceleration lanes for individual projects, as well as interconnections between parcels, may not be constructed, increasing the potential for traffic impacts.

Therefore, this alternative would have greater impacts on traffic and circulation and would not provide project benefits nos. 1 (land use) or 2 (aesthetics). Economic development would continue at current rates. Although some portions of the study area are currently designated for residential uses, current designations are not at densities that assure affordable housing to the extent the project does. This alternative does not provide for senior housing density bonuses. On balance, the no project alternative provides fewer project benefits and is more environmentally damaging than the project.

b. No Development Alternative.

Under this alternative, no further development would take place within the study area. Sites which are presently vacant would not be developed, and those sites which have redevelopment potential would retain their existing uses. Since this alternative would essentially retain existing levels of use (and, therefore, generation of environmental impacts), it represents a baseline against which the incremental impacts of the proposed project and the other alternatives can be measured.

It should be noted that this alternative was examined by the City and the owners of various sites within the study area and, since it provided for perpetual maintenance of these sites as open space, was rejected as being legally infeasible. The City Council concurs in that determination. The no development alternative would have marginally fewer impacts on traffic and circulation and would also have fewer impacts on long distance views. It would result in marginally fewer air quality and noise impacts. However, it would provide none of the project benefits. The decision to reject the "no project" alternative was part of the process which led to the formation of the proposed project.

c. High-Intensity Commercial
Development.

Under this alternative, all commercial development included in the proposed project would take place at higher intensities than is presently proposed. Increases in intensity could occur through increased building height or allowable site coverage, or a combination of both. The types of commercial uses included in the proposed project would continue to occur under this alternative.

Since this alternative would result in the generation of higher levels of traffic, increases in use of utilities, energy, and public services, and would therefore result in increases in the level of virtually all impacts, it can be viewed as a "worst case" scenario. For this reason, it is considered environmentally infeasible.

In general, many impacts resulting from this alternative would be proportional to the increase and intensity of use. That is, if the intensity of use is increased by 10 percent, compared to the proposed project, the level of impacts related to use intensity (i.e., air quality, circulation, drainage, noise, public services, and utilities) would also increase by 10 percent.

This alternative would not provide project benefit no. 4 (affordable housing), and, due to the greater intensity would provide project benefit no. 2 (aesthetics) to a lesser extent.

d. Site-Specific Alternatives (LED).

The EIR discusses and evaluates two development options for each of the special study sites. The LED approved by the Commission on Environmental Quality ("CEQ") incorporates the least environmentally disruptive options for each of these sites. The project incorporates the LED designations for sites 1, 2, 3, 4, 6, 7 and 9.

The LED recommends professional office uses for site 5, but the project designates this site for commercial uses. The City Council finds that the LED alternative for this site would provide no environmental advantage of site development standards and would provide fewer.

The LED recommends professional office uses for site 8, but the project designates this site for commercial uses. The City Council finds that the LED for this site would provide no environmental advantage over the project after the incorporation of site development standards and would provide fewer economic benefits.

E. CONCLUSION.

The City Council hereby finds that all feasible mitigation measures identified in the EIR have been adopted as conditions of approval of the Project. The project benefits outweigh the traffic/circulation impacts not mitigated to a level of non-significance.

The project is environmentally superior to the no project alternative and, in fact, the project has fewer traffic impacts. The no project alternative would not provide project benefits nos. 1, 2, or 4 and would reduce project benefit no. 3.

The no development alternative is environmentally superior to the project and has fewer traffic impacts. However, since this alternative requires that vacant sites be maintained in an underdeveloped state, is thus legally infeasible. Furthermore, this alternative provides none of the project benefits.

The high-intensity commercial development alternative would have greater overall impacts, including impacts on traffic and circulation. This alternative would not provide project benefit no. 4.

Finally, the site-specific alternatives have, for the most part, been incorporated into the LED. Wherever uses incorporated into the LED were not incorporated into the project, site development standards have been devised to assure that project impacts will be no greater than LED impacts.

STATE OF CALIFORNIA) CITY CLERK'S CERTIFICATE
COUNTY OF LOS ANGELES) ss. RE ADOPTION OF RESOLUTION
CITY OF LA VERNE)

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted by said City Council at a regular meeting of the said City Council held on the 8th day of June, 1989 and that the same was passed and adopted by the following vote to wit:

AYES: Council Members: Harvey, Gatti, Rodriguez, Walters,
and Mayor Blickenstaff.

NOES: Council Members: None.

ABSENT: Council Members: None.

ABSTAIN: Council Members: None.

N. KATHLEEN HAMM, CMC
City Clerk of the City of
La Verne, California

Gupe Estrella

By Lupe Estrella
Deputy City Clerk

(SEAL)

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss CITY CLERK'S CERTIFICATE
CITY OF LA VERNE) OF AUTHENTICATION

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, DO HEREBY CERTIFY that the above and foregoing is a full, true, and correct copy of Resolution No. 89-86 of said City Council and that said Resolution was adopted at the time and by the vote stated on the above certificate, and has not been amended or repealed.

N. KATHLEEN HAMM, CMC
City Clerk of the City of
La Verne, California

Gupe Estrella

By Lupe Estrella
Deputy City Clerk

(SEAL)

1 RESOLUTION NO. 89-86

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY
3 OF LOS ANGELES, STATE OF CALIFORNIA, APPROVING GENERAL PLAN
4 AMENDMENT NO. 60, AMENDING CERTAIN GENERAL PLAN LAND USE
5 DESIGNATIONS WITHIN THE FOOTHILL BOULEVARD CORRIDOR

6 WHEREAS, The City of La Verne has an adopted general plan
7 which includes an environmental resources management element and
8 a land use map; and

9 WHEREAS, Section 65300 et. seq. of the California
10 Government Code empowers cities to prepare and amend general
11 plans; and

12 WHEREAS, The City Council of the City of La Verne
13 appointed the citizen-based Foothill Boulevard Committee to
14 study the circulation, land use, economic development and
15 aesthetic impacts of development along the Foothill Boulevard
16 corridor; and

17 WHEREAS, the City Council of the City of La Verne, based
18 upon recommendations of the Foothill Boulevard Committee,
19 directed preparation of the Foothill Boulevard Specific Plan to
20 address circulation, land use, economic development and
21 aesthetic impacts of development along the corridor; and

22 WHEREAS, this City-initiated general plan amendment
23 proposes land use designations consistent with the Foothill
24 Boulevard Committee's recommendations and superior to those land
25 use designations currently existing on the sites; and

26 WHEREAS, the proposed land use designations begin to
27 implement the Foothill Boulevard Committee's recommendations,
28 providing for land uses to benefit and guide the corridor's
29 development, serving the community as a whole; and

30 WHEREAS, the Planning Commission, in accordance with
31 California Government Code Sections 65354 and 65355 and Sections
32 2.48.020, 2.48.150 and 2.48.160 of the La Verne Municipal Code,
recommended City Council approval of the proposed general Plan
amendment on April 26, 1989; and

WHEREAS, an environmental impact report was prepared in
accordance with the California Environmental Quality Act and
City of La Verne environmental guidelines and recommended for
certification by action of the Commission on Environmental
Quality on November 5, 1987 and by the Planning Commission on
April 26, 1989; and

WHEREAS, the Planning Commission of the City of La Verne
conducted public hearings in accordance with California
Government Code Section 65354, receiving oral and written
testimony on the following dates: August 24, 1988; September
14, 1988; September 28, 1988; October 12, 1988; October 19,
1988; October 26, 1988; November 9, 1988; November 30, 1988;
December 14, 1988; January 11, 1989; January 25, 1989;
February 22, 1989; March 8, 1989; March 22, 1989; April 12,
1989 and April 26, 1989; and

WHEREAS, notice of City Council public hearing was
published April 21, 1989, and mailed to property owners within
300' of the corridor on April 14, 1989; and

1 WHEREAS, the City Council conducted public hearings in
2 accordance with California Government Code Section 65358,
receiving oral and written testimony on May 1, 1989;

3 NOW, THEREFORE, BE IT RESOLVED by the City Council of the
4 City of La Verne as follows:

5 Section 1. The City Council HEREBY FINDS and DETERMINES
that:

6 A. The general plan amendment for the three parcels
7 described in below and shown in Exhibits A, B, & C, is
8 compatible with the surrounding land uses as described
below:

| <u>Site</u> | <u>Description</u> |
|--|--|
| 9 "Ramona Condos" 10 APN 8661-21-25 11 Tract 38474 12 Condo Units 1 13 through 82 | The amendment would remove this parcel from the Administrative designation to the Medium Density Residential (0-10 du/ac) designation. Existing development is attached residential, consistent with the proposed general plan designation. The general plan amendment will make the land use conforming. |
| 15 "Site 4" 16 APN 8375-4-13 17 Lot 6 of Lancaster's 18 Subdivision of the Evergreen Ranch | This amendment would remove this parcel from the Medium Density Residential (0-10 du/ac) designation to the Commercial/Business Park and Medium Density Residential (0-10 du/ac) designations. These new designations will increase the commercial attractiveness of the boulevard and allow development better able to be compatible with the surrounding residential and commercial uses by providing more landscaping, more efficient circulation patterns and more appropriate use orientation. |
| 25 "Site 9" 26 APN 8666-23-3 27 Lot 8, Section 6 28 Township 15, Range 8 | This amendment would remove this parcel from the Commercial designation and place it in the Medium Density Residential (0-10 du/ac) designation. Limited frontage on Foothill Boulevard, proximity to single-family and mobile home residential neighborhoods and poor visibility from Foothill Boulevard make this site more appropriate for residential uses than commercial. |

- 1 B. The proposed amendment is consistent with the goals and
- 2 policies of the adopted general plan in that it ensures
- 3 compatible development with adjoining uses, encourages
- 4 development of more diverse commercial uses and maintains
- 5 and enhances the corridor's landscaping and streetscape.
- 6
- 7 C. The amendment furthers public interest and promotes the
- 8 general welfare of the City of La Verne by aligning
- 9 general plan land use designations with existing land
- 10 uses or by tailoring general plan land use designations
- 11 to meet physical, environmental and fiscal constraints
- 12 for the parcels considered. The amendment would allow
- 13 for the intensification of the corridor's central area.

14 Section 2. The City Council HEREBY APPROVES General
15 Plan Amendment No. 60, a City-initiated request to amend the
16 general plan land use designations for the three properties as
17 described in Section 1 above and shown in exhibits A, B and C
18 attached hereto.

19 Section 3. The Mayor shall sign and the City Clerk shall
20 certify to the passage and adoption of this Resolution and
21 thereupon the same shall take effect and be in force.

22 APPROVED AND ADOPTED this 8th day of June, 1989.

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119 /s/ JON BLICKENSTAFF
120 Mayor of the City of La Verne

121 ATTEST:

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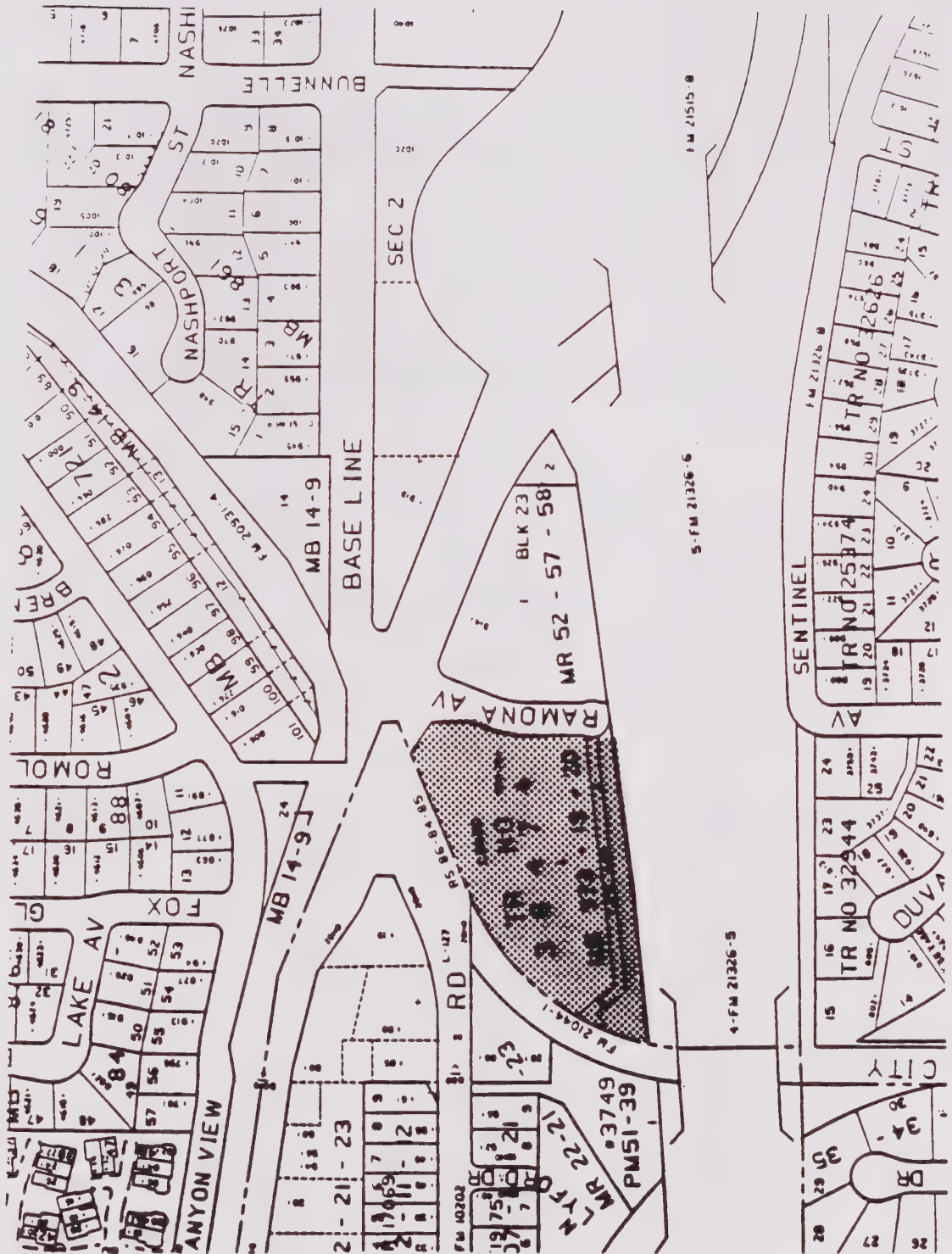
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130 /s/ N. KATHLEEN HAMM

131 City Clerk



Ramona Condos
General Plan Amendment
from Administrative to Medium Density Residential



EXHIBIT B



Site 4
General Plan Amendment
from Medium Density Residential
to Commercial and Medium Density Residential



CITY CLERK'S CERTIFICATE
RE ADOPTION OF RESOLUTION

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted by said City Council at a regular meeting of the said City Council held on the 8th day of June, 1989 and that the same was passed and adopted by the following vote to wit:

AYES: Council Members: Harvey, Gatti, Rodriguez, Walters,
and Mayor Blickenstaff.

NOES: Council Members: None.

ABSENT: Council Members: None.

ABSTAIN: Council Members: None.

N. KATHLEEN HAMM, CMC
City Clerk of the City of
La Verne, California

Lupe Estrella
By Lupe Estrella
Deputy City Clerk

(SEAL)

STATE OF CALIFORNIA) CITY CLERK'S CERTIFICATE
COUNTY OF LOS ANGELES) ss OF AUTHENTICATION
CITY OF LA VERNE)

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, DO HEREBY CERTIFY that the above and foregoing is a full, true, and correct copy of Resolution No. 89-85 of said City Council and that said Resolution was adopted at the time and by the vote stated on the above certificate, and has not been amended or repealed.

N. KATHLEEN HAMM, CMC
City Clerk of the City of
La Verne, California

Lupe Estrella
By Lupe Estrella
Deputy City Clerk

(SEAL)

Appendix B: Planning Commission Resolutions

Planning Commission Resolution 445, recommending City Council certification of the environmental impact report (Case No. 51-87EIR) and adoption of the statement of overriding considerations.

Planning Commission Resolution 446, recommending City Council adoption of the general plan amendment (GPA No. 60).

Planning Commission Resolution 447, recommending City Council approval of the zone change (ZC No. 2139) and of the Foothill Boulevard Specific Plan (SP 86-18).

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RESOLUTION NO. 445

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT (CASE NO. 51-87EIR) FOR GENERAL PLAN AMENDMENT NO. 60 AND THE FOOTHILL BOULEVARD SPECIFIC PLAN (ZONE CHANGE NO. 2139, SPECIFIC PLAN SP 86-18); AND APPROVE THE STATEMENT OF OVERRIDING CONSIDERATIONS

WHEREAS, the City of La Verne initiated a specific plan and associated general plan amendments to address specific issues in the Foothill Boulevard corridor, including circulation, land use, economic development and aesthetics; and

WHEREAS, the Community Development Department determined, on the basis of an initial study, that an environmental impact report was necessary to study and disclose the environmental impacts associated with the proposed specific plan's provisions; and

WHEREAS, a draft environmental impact report was prepared in accordance with the requirements of the California Environmental Quality Act of 1970 as amended and the City of La Verne environmental guidelines; and

WHEREAS, the draft environmental impact report was considered by the Traffic Commission on December 16, 1986, January 20, 1987, April 21, 1987 and May 19, 1987, which recommended the incorporation of certain mitigation measures; and

WHEREAS, public hearings were conducted before the Commission on Environmental Quality on July 2, August 6, September 10, October 1, and November 5, 1987 to receive public testimony; and

WHEREAS, the Commission on Environmental Quality recommended certification of the draft environmental impact report on November 5, 1987; and

WHEREAS, Section 2.48.165 of the La Verne Municipal Code authorizes the Planning Commission to review and recommend certification of environmental impact reports as authorized by the California Environmental Quality Act of 1970, as amended and by the City of La Verne environmental guidelines; and

1 WHEREAS, the Planning Commission conducted public
2 hearings in accordance with the City of La Verne environmental
3 guidelines, receiving oral and written testimony on the
4 following dates: August 24, 1988; September 14, 1988;

5 September 28, 1988; October 12, 1988; October 19, 1988;
6 October 26, 1988; November 9, 1988; November 30, 1988;
7 December 14, 1988; January 11, 1989; January 25, 1989;
8 February 22, 1989; March 8, 1989; March 22, 1989; April 12,
9 1989 and April 26, 1989;

10 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission
11 of the City of La Verne as follows:

12 Section 1. The Planning Commission HEREBY FINDS and
13 DETERMINES that the draft environmental impact report contains a
14 complete and accurate reporting of environmental impacts
15 associated with the proposal; and HEREBY RECOMMENDS
16 certification of the document as complete.

17 Section 2. The Planning Commission HEREBY FINDS and
18 DETERMINES that the land use designations contained in the least
19 environmentally disruptive alternative in the environmental
20 impact report have been incorporated into the proposed specific
21 plan in accordance with Section 3.2.3 of the City of La Verne
22 environmental guidelines.

23 Section 3. The Planning Commission HEREBY FINDS and
24 DETERMINES that the following environmental impacts are
25 significant and that despite incorporation of specific
26 mitigation measures to lessen such impacts, are not mitigated to
a level of insignificance: traffic, circulation and schools.

Section 4. The Planning Commission HEREBY FINDS and
DETERMINES that the least environmentally disruptive alternative
involves a reduction in the amount of land use devoted to
commercial entertainment and automotive sales. All mitigation
measures as listed in the off-site impact matrix within the
draft environmental impact report shall be incorporated within
and considered a part of the Foothill Boulevard Specific Plan.

Section 5. Mitigation Monitoring. All discretionary
approvals within the Foothill Boulevard corridor and subsequent
to adoption of the Foothill Boulevard Specific Plan shall be
subject to initial studies and environmental determinations in
accordance with the California Environmental Quality Act of 1970
as amended, and the community development department shall be
responsible for the implementation of a mitigation monitoring
program for the area served by the Foothill Boulevard Specific
Plan and environmental impact report subject to the provisions
of Public Resources Code Section 21081.6.

1 Section 6. The Planning Commission HEREBY RECOMMENDS
2 City Council approval of the Statement of Overriding
3 Considerations (Exhibit A) and transmits it to City Council for
4 action.

5 Section 7. The Chairman shall sign and the Secretary
6 shall attest to the approval of Resolution No. 445.

7 APPROVED AND ADOPTED this 26th day of April, 1989 by the
8 Planning Commission at La Verne, California.

9 
Chairman, Planning Commission

10 ATTEST:

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12 Secretary, Planning Commission
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RESOLUTION NO. 446

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 60, AMENDING CERTAIN GENERAL PLAN LAND USE DESIGNATIONS WITHIN THE FOOTHILL BOULEVARD CORRIDOR

WHEREAS, The City of La Verne has an adopted general plan which includes an environmental resources management element and a land use map; and

WHEREAS, Section 65300 et. seq. of the California Government Code empowers cities to prepare and amend general plans; and

WHEREAS, The City Council of the City of La Verne appointed the citizen-based Foothill Boulevard Committee to study the circulation, land use, economic development and aesthetic impacts of development along the corridor; and

WHEREAS, the City Council of the City of La Verne, based upon recommendations of the Foothill Boulevard Committee, directed preparation of the Foothill Boulevard Specific Plan to address circulation, land use, economic development and aesthetic impacts of development along the corridor; and

WHEREAS, this City-initiated general plan amendment proposes land use designations consistent with the Foothill Boulevard Committee's recommendations and superior to those land use designations currently existing on the sites; and

WHEREAS, the proposed land use designations begin to implement the Foothill Boulevard Committee's recommendations, providing for land uses to benefit and guide the corridor's development, serving the community as a whole; and

WHEREAS, the Planning Commission, in accordance with California Government Code Sections 65354 and 65355 and Sections 2.48.020, 2.48.150 and 2.48.160 of the La Verne Municipal Code, is authorized to forward recommendations on general plan amendments to the City Council; and

WHEREAS, an environmental impact report was prepared in accordance with the California Environmental Quality Act and City of La Verne environmental guidelines and recommended for

1 certification by action of the Commission on Environmental
2 Quality on November 5, 1987; and

3 WHEREAS, notice of Planning Commission public hearing was
4 published August 12, 1988, September 25, 1988 and February 24,
5 1989 and mailed to property owners within 300' of the corridor
6 on August 11, 1988; and

7 WHEREAS, the Planning Commission of the City of La Verne
8 conducted public hearings in accordance with California
9 Government Code Section 65854, receiving oral and written
10 testimony on the following dates: August 24, 1988; September
11 14, 1988; September 28, 1988; October 12, 1988; October 19,
12 1988; October 26, 1988; November 9, 1988; November 30, 1988;
13 December 14, 1988; January 11, 1989; January 25, 1989;
14 February 22, 1989; March 8, 1989; March 22, 1989; April 12,
15 1989 and April 26, 1989;

16 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission
17 of the City of La Verne as follows:

18 Section 1. The Planning Commission HEREBY FINDS and
19 DETERMINES that:

20 A. The general plan amendment for the three parcels
21 described in below and shown in Exhibits A, B, & C, is
22 compatible with the surrounding land uses as described
23 below:

| <u>Site</u> | <u>Description</u> |
|--|--|
| "Ramona Condos" APN 8661-21-25 Tract 38474 Condo Units 1 through 82 | The amendment would remove this parcel from the Administrative designation to the Medium Density Residential (0-10 du/ac) designation. Existing development is attached residential, consistent with the proposed general plan designation. The general plan amendment will make the land use conforming. |
| "Site 4" APN 8375-4-13 Lot 6 of Lancaster's Subdivision of the Evergreen Ranch | This amendment would remove this parcel from the Medium Density Residential (0-10 du/ac) designation to the Commercial/Business Park and |

1 Medium Density Residential (0-10
2 du/ac) designations. These new
3 designations will increase the
4 commercial attractiveness of the
5 boulevard and allow development
6 better able to be compatible with
7 the surrounding residential and
8 commercial uses by providing more
9 landscaping, more efficient
10 circulation patterns and more
11 appropriate use orientation.

12 "Site 9"
13 APN 8666-23-3
14 Lot 8, Section 6
15 Township 15, Range 8

This amendment would remove this
parcel from the Commercial
designation and place it in the
Medium Density Residential (0-10
du/ac) designation. Limited
frontage on Foothill Boulevard,
proximity to single-family and
mobile home residential
neighborhoods and poor visibility
from Foothill Boulevard make this
site more appropriate for
residential uses than commercial.

16 B. The proposed amendment is consistent with the goals and
17 policies of the adopted general plan in that it ensures
18 compatible development with adjoining uses, encourages
19 development of more diverse commercial uses and maintains
20 and enhances the corridor's landscaping and streetscape.

21 C. The amendment furthers public interest and promotes the
22 general welfare of the City of La Verne by aligning
23 general plan land use designations with existing land
24 uses or by tailoring general plan land use designations
25 to meet physical, environmental and fiscal constraints
26 for the parcels considered. The amendment would allow
for the intensification of the corridor's central area.

Section 2. The Planning Commission HEREBY RECOMMENDS
approval of General Plan Amendment No. 60, a City-initiated
request to amend the general plan land use designations for the
three properties as described in Section 1 above and shown in
exhibits A, B and C attached hereto.

Section 3. The Chairman shall sign and the Secretary shall attest to the approval of Resolution No. 446.

APPROVED AND ADOPTED this 26th day of April, 1989 by the
Planning Commission at La Verne, California.

Paul Tully
Chairman, Planning Commission

ATTEST:

Donald H. Salmons
Secretary, Planning Commission

RESOLUTION NO. 447

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECOMMENDING APPROVAL OF ZONE CHANGE 2139 AND RECOMMENDING APPROVAL OF THE FOOTHILL BOULEVARD SPECIFIC PLAN, MORE PARTICULARLY KNOWN AS SPECIFIC PLAN NO. 86-18.

WHEREAS, the City of La Verne has an adopted general plan which includes an environmental resources management element and a land use map; and

WHEREAS, the City of La Verne has an adopted zoning map; and

WHEREAS, the City Council of the City of La Verne appointed the citizen-based Foothill Boulevard Committee in 1984 to study development impacts along the Foothill Boulevard Corridor and to make recommendations to the City; and

WHEREAS, the City Council of the City of La Verne, based upon recommendations from the Foothill Boulevard Committee, initiated preparation of the Foothill Boulevard Specific Plan to address circulation, land use, economic development and aesthetic issues; and

WHEREAS, the Foothill Boulevard Corridor is defined by that land described in Exhibit A and shown in Exhibits B, C and D; and

WHEREAS, the properties considered would have general plan land use designations consistent with the zoning proposed in the Foothill Boulevard Specific Plan with approval of General Plan Amendment No. 60; and

WHEREAS, the development standards and guidelines contained within the plan are consistent with the City's adopted general plan and with the proposed comprehensive general plan revision; and

WHEREAS, the policies, guidelines and standards contained within the specific plan are consistent with the La Verne Central City Redevelopment Project Redevelopment Plan, as amended; and;

WHEREAS, an environmental impact report was prepared and then recommended for certification by action of the Commission on Environmental Quality on November 5, 1987 in accordance with the California Environmental Quality Act and City of La Verne environmental guidelines; and

1 WHEREAS, zone changes are governed by Section 18.112.010
2 of the La Verne Municipal Code, which establishes the standards
3 and proceedings relating to this application; and

4 WHEREAS, the attached staff report describes and
5 justifies the land use designations for each of the 11 study
6 sites; and

7 WHEREAS, the Planning Commission, in accordance with
8 California Government Code Sections 65855 and 65856, is
9 authorized to forward recommendations on zone changes to the
10 City Council;

11 WHEREAS, notice of Planning Commission public hearing was
12 published August 12, 1988, September 25, 1988 and February 24,
13 1989 and mailed to property owners within 300' of the corridor
14 on August 11, 1988; and

15 WHEREAS, the Planning Commission of the City of La Verne
16 conducted public hearings in accordance with California
17 Government Code Section 65854, receiving oral and written
18 testimony on the following dates: August 24, 1988, September
19 14, 1988; September 28, 1988; October 12, 1988; October 19,
20 1988; October 26, 1988; November 9, 1988; November 30, 1988;
21 December 14, 1988; January 11, 1989; January 25, 1989;
22 February 22, 1989; March 8, 1989; March 22, 1989; April 12,
23 1989 and April 26, 1989; and

24 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission
25 of the City of La Verne as follows:

26 Section 1. The Planning Commission HEREBY FINDS and
DETERMINES that the project satisfies the requirements of La
Verne Municipal Code section 18.112.060 in that:

- 18 A. The proposed zone change to the specific plan zone is in
19 conformance with the adopted general plan and with the
20 proposed comprehensive general plan revision in that it
21 will provide for special treatment of the city's major
22 commercial corridor, will lead to consistent design
23 themes and development regulations not available through
24 citywide zoning standards, will provide for special
25 standards for corridor development to reduce noise,
26 circulation and aesthetic impacts on adjoining
residential and commercial properties, will enhance
community identity, will comprehensively address
pedestrian, bicycle, transit and automobile circulation
issues and will limit strip commercial development.
- B. The proposed zone change would better serve the
properties within the corridor, considering the nature,
use and proposed uses of adjacent properties, and that

1 the public necessity, general welfare and good city
2 planning practices dictate and support the proposed zone
3 change, in that the change to the Specific Plan zone will
4 allow for the provision of a consistent and comprehensive
5 set of development standards and guidelines, clearly
6 setting development expectations and objectives along the
7 corridor and by ensuring cooperative design, circulation
8 and use relationships between corridor developments.

9 Section 2. The Planning Commission HEREBY RECOMMENDS
10 that the City Council remove all zoning designations for that
11 land described in Exhibit A and shown in Exhibits B, C and D and
12 place that land in the Specific Plan zone.

13 Section 3. The Planning Commission HEREBY FINDS and
14 DETERMINES that the Foothill Boulevard Specific Plan satisfies
15 the requirements of La Verne municipal code Sections 18.112.010
16 and 18.112.060 in that:

- 17 A. The proposed Foothill Boulevard Specific Plan (SP 86-18)
18 is in conformance with the adopted general plan in that
19 it encourages consolidated commercial development,
20 increases traffic safety along the corridor, encourages
21 more diverse commercial uses, concentrates commercial
22 development intensity in the "Foothill Center",
23 encourages use of natural materials in project design,
24 provides landscaping standards to enhance the corridor's
25 image and recognizes and anticipates completion of the
26 Route 30 freeway.
- B. The proposed Foothill Boulevard Specific Plan (Specific
Plan No. 86-18) would better serve the properties within
the Foothill Boulevard Corridor, considering the nature,
use and proposed uses of the adjacent properties and that
the public necessity, general welfare and good city
planning practices dictate and support the proposed
specific plan in that the Foothill Boulevard Specific
Plan guides development to better serve the community's
economic development, tax base, traffic safety and
aesthetic needs by providing more specific land use
designations and development standards than offered by
conventional zoning, by assigning circulation
improvements and providing measures to implement those
improvements, by requiring certain market studies and by
providing landscaping, streetscape and architectural
design guidelines and standards.

27 Section 4. The Planning Commission HEREBY RECOMMENDS
28 that the City Council adopt the Foothill Boulevard Specific Plan
29 (SP 86-18) for that land described in Exhibit A and shown in
30 Exhibits B, C and D.

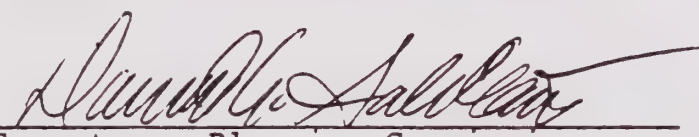
1 Section 5. The Planning Commission HEREBY RECOMMENDS
2 that the City Council direct the community development
3 department to study a zoning text amendment to create a
4 "Neighborhood Commercial" zone to replace both the Commercial
5 Professional Development and Administrative-Professional zones,
6 to make the appropriate changes in the sign ordinance and to
7 study specific plan amendments for the Designated (Industrial)
8 Specific Plan (SP 85-16) and Oldtown Specific Plan (SP 82-5)
9 concerning the regulation of adult businesses.

6 Section 6. The Chairman shall sign and the Secretary
shall attest to the approval of Resolution No 447.

7 APPROVED AND ADOPTED this 26th day of April, 1989 by the
8 Planning Commission at La Verne, California.

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10 
11 Chairman, Planning Commission

12 ATTEST:

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14 Secretary, Planning Commission
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Appendix C : Commission on Environmental Quality Resolutions

Commission on Environmental Quality Resolution 87-7, recommending City Council certification of the environmental impact report (Case No. 51-87EIR).

1 RESOLUTION NO. 87-7

2 A RESOLUTION OF THE COMMISSION ON ENVIRONMENTAL QUALITY OF THE
3 CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA,
4 RECOMMENDING CERTIFICATION OF A DRAFT ENVIRONMENTAL IMPACT
5 REPORT (CASE NO. 51-87 EIR) FOR THE FOOTHILL BOULEVARD SPECIFIC
6 PLAN (ZONE CHANGE NO. 2139 AND GENERAL PLAN AMENDMENT NO. 60)

7 WHEREAS, the City of La Verne has initiated the
8 consideration of a specific plan and associated general plan
9 amendments for the Foothill Boulevard corridor, more general
10 described as the Foothill Boulevard Specific Plan, Zone Change
11 No. 2139 and General Plan Amendment No. 60; and

12 WHEREAS, the community development department determined
13 that an environmental impact report was necessary to study and
14 disclose the impacts of the recommendations of the Foothill
15 Boulevard Committee's recommended land use amendment and
16 subsequent specific plan provisions; and

17 WHEREAS, an environmental impact report was prepared in
18 accordance with the requirements of the California Environmental
19 Quality Act and environmental guidelines of the City of La
20 Verne; and

21 WHEREAS, the draft environmental impact report was
22 considered by the Traffic Commission, which recommended the
23 incorporation of certain mitigation measures; and

24 WHEREAS, public hearings were held on July 2, August,
25 September 10, October 1 and November 5, 1987 to receive public
26 testimony;

NOW, THEREFORE BE IT RESOLVED by the Commission on
Environmental Quality of the City of La Verne that:

Section 1. The Commission on Environmental Quality
HEREBY DETERMINES that the draft environmental impact report, as
amended by the commission, contains a complete and accurate
reporting of the environmental impacts associated with the City
of La Verne's proposal.

Section 2. The Commission on Environmental Quality
HEREBY RECOMMENDS that the document be certified as complete.

Section 3. The Commission on Environmental Quality finds
that the following environmental impacts are significant and
that despite incorporation of specific mitigation measures to
lessen such impact, are unmitigated to a level of
insignificance: traffic, circulation, schools and parks.

1 Section 4. The Commission on Environmental Quality
2 HEREBY FINDS AND DETERMINES that the least environmentally
3 disruptive alternative involves a reduction in the amount of
4 land use devoted to commercial entertainment and automotive
5 sales. All mitigation measures of this document are recommended
6 for inclusion in the appropriate project approvals including
7 specific plan, parcel and tract maps and precise plans for
8 projects within the Foothill Boulevard corridor.

9 Section 5. The Commission on Environmental Quality
10 HEREBY DIRECTS staff to incorporate the minutes of the
11 commission into the document, as well as the text of this
12 resolution, and transmit copies of the Draft Environmental
13 impact report to the City Council, Planning Commission and
14 individuals that have requested copies of the final document.

15 Section 6. The Chairman shall sign and the Secretary
16 shall certify to the adoption of Resolution 87-7.

17 APPROVED AND ADOPTED this 5th day of November, 1987.

18 COMMISSION ON ENVIRONMENTAL QUALITY

19 
20 _____
21 Chairman

22 ATTEST:

23 
24 _____
25 Secretary

Appendix D: Foothill Boulevard Financing Plan

**CITY OF LA VERNE
FOOTHILL BOULEVARD FINANCING PLAN**

July, 1988

**Fieldman, Rolapp & Associates
2100 S. E. Main Street, Ste. 210
Irvine, California 92714**

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| APPENDIX 1 | A-1 |

EXECUTIVE SUMMARY

This financing plan is intended to provide the City of La Verne with a financial implementation program for the proposed Foothill Boulevard Specific Plan improvements which are estimated to cost \$2,778,407. This estimate does not include the cost of any land purchases. The proposed Traffic and Circulation improvements have three main objectives. The first objective is to increase safety on Foothill Boulevard by eliminating unneeded driveways and access to Foothill and by constructing deceleration lanes and turn pockets to assist in servicing traffic which is slowing and/or turning into commercial business along Foothill Boulevard. The second objective is to enhance the economic development of Foothill Boulevard. The third objective is to construct certain landscape medians and irrigation improvements to enhance safety and improve the urban design and aesthetic appearance.

The traffic improvements consist of approximately twenty-nine projects for a total cost of \$1,014,200. Out of the twenty-nine projects, approximately nine are associated with undeveloped land. The City is in the position of requiring future developers to construct the improvements as a condition of approval of their projects. The nine projects represent a potential revenue source of \$94,000 leaving a balance of approximately \$920,200 of traffic improvements to be funded by other methods.

The landscape and irrigation improvements are estimated at \$1,500,207. The undergrounding of utilities is estimated at \$264,000. It has not been determined what portion of those improvements are related to undeveloped property.

The method of financing the proposed improvements is, to a large extent, dependent upon a policy decision on the phasing plan for the improvements. If the City decides to construct all of the improvements at one time, as soon as possible, the formation of an assessment district or the use of redevelopment tax increment funds to secure a Certificate of Participation or a Tax Allocation Bond would be appropriate to fund the projects. If the City chooses to extend the construction time over a three to five year period, various funding sources can be utilized with a less dramatic impact than assessment districts, or Certificates of Participation.

The City is faced with four primary options for constructing the improvements in the Foothill Specific Plan.

- Option A** To phase the improvements over a five year period and utilize a pay-as-you-go approach with a combination of funding techniques which include the use of developer exactions, grant funds and debt financing.
- Option B** To construct essentially all of the projects at one time through the use of a debt financing mechanism such as an assessment district to be paid by property owners along Foothill Boulevard.
- Option C** To construct essentially all of the projects at one time through the use of a debt financing mechanism such as Certificates of Participation or Tax Allocation Bonds to be repaid through pledges of redevelopment tax increment funds and/or City funds.

Option D The City also has the "no action" option. Since Foothill Boulevard is currently a state highway, any improvements to the road can be considered a state responsibility. Since the City has committed to help improve Foothill Boulevard, this was not considered a viable option.

Discussion

The City's options fall into two main categories; (1) to construct all of the projects at one time, or (2) to phase the projects and utilize future known funding sources. The funding of all of the Foothill Specific Plan improvements at one time will require a major economic commitment by the City or a willingness to levy significant assessments on the properties along Foothill Boulevard.

If the projects were constructed at one time using debt financing the estimated annual debt service over a 20 year period would be \$361,500 per year not including the cost of any necessary land purchases. Staff has advised that the only potential revenue source available from the City is \$200,000 per year from redevelopment tax increment funds. The use of these funds for Foothill Boulevard would compete with other projects such as the Koll Industrial Park near Brackett Field. The use of other general fund revenues would require significant changes in spending priorities.

The other funding source available to repay annual debt service would be the levy of land based property assessments which would be repaid through property tax payments over a 20 year period. These techniques would include assessment districts, landscape lighting and maintenance districts and community facilities districts (Mello-Roos).

A preliminary rough estimate of the cost of constructing all of the improvements to each property owner with frontage along Foothill Boulevard would be about \$21.31 per front foot for twenty years. Thus a property with 100 foot frontage along Foothill Boulevard would pay \$2,131 per year for 20 years if all of the improvements were constructed at one time.

The implementation of an assessment district or a landscape lighting and maintenance district would require a notice and public hearing. A 50% protest would stop the proceedings. The implementation of a Community Facilities District (Mello Roos) requires a 2/3 vote of the qualified electors of such a district. In either case, significant public support is required to successfully implement land based financing mechanisms.

The second option of phasing the projects (Option A) would reduce the immediate impact on the general fund, tax increment funds and the adjacent property owners. It would also allow the City to apply for known grant funds.

Conclusion:

A five year phased construction of the improvements along Foothill Boulevard (Option A) is recommended in view of the financial constraints on the City and the apparent desire to assure that the business owners along Foothill Boulevard and the citizens of La Verne that the financing plan is equitable and can be implemented. Exhibit A summarizes the major funding sources recommended for funding by elements. Exhibit A does not include the effects of inflation on the projects.

Implementation

By phasing the construction over a five year period the City will be able to apply for grant and aid programs in the amount of \$1,078,200.

The City has \$645,200 uncommitted FAU funds through Fiscal Year 1992/93. It is recommended that \$545,000 of these funds be allocated to funding the deceleration lanes and the driveway Improvements.

The median left turn pocket improvements may be eligible for State HB-1 (safety) and HB-4 (improvements) grants. This plan recommends applying for \$229,200 of HB-1/HB-4 funds for those purposes.

The City may utilize \$40,000 of Proposition A funds for bus turnouts as an eligible project. In addition, the City may trade a part or all of its remaining Proposition A funds for Federal Aid Urban (FAU).

The signalization of intersection at Emerald and Bradford is recommended to be funded \$94,000 from developer exactions and \$106,000 from tax increment funds to be generated from improvements along Foothill Boulevard.

The \$1,500,207 of landscape parkways and the landscape median projects are recommended to be funded through a 1972 Act Landscape Lighting and Maintenance Act District or a 1913/1915 Act Assessment District. Since these improvements directly enhance the value of the adjacent property owners it is appropriate to levy an assessment on those property owners. The preliminary estimate of cost is \$11.67 per front footage along Foothill Boulevard. Thus a 100 foot frontage would expect to pay \$1,167 per year for 20 years. It must be emphasized that this amount is a very preliminary estimate. Individual parcels could vary considerably.

The \$264,000 of costs associated with utility undergrounding is recommended to be funded through the use of A-20 undergrounding funds mandated by the Public Utilities Commission. These funds are collected by Southern California Edison. The City has utilized its existing undergrounding allotments but could request additional funds in 1992 and expect funding in 1993/94.

In conclusion, the phasing of the project using various grant funds would be the most cost effective approach for the City.

CITY OF LAVERNE

FOOTHILL BOULEVARD SPECIFIC PLAN

FUNDING SOURCES BY ELEMENT

| PROJECT ELEMENTS | TOTAL COST | DEVELOPMENT FEES OR EXACTIONS | PROPOSITION A FUNDS | UNDERGROUNDING FUNDS | STATE HB-1 SAFETY HB-4 IMPROVEMENT | FEDERAL A URBAN (FAU) | LAND BASED PROPERTY ASSESSMENTS | TOTAL FUNDING |
|--|-------------|----------------------------------|------------------------|-------------------------|--|-----------------------------|---------------------------------------|------------------|
| 1. TRAFFIC IMPROVEMENTS (DRIVEWAY CLOSINGS) | \$54,200 | | | | | \$54,200 | | \$54,200 |
| 2. TRAFFIC IMPROVEMENTS (DECELERATION LANES) | \$442,000 | | | | | \$442,000 | | \$442,000 |
| 3. DRIVEWAY IMPROVEMENTS (JOINT ACCESS & WIDENING OR RELOCATING) | \$48,800 | | | | | \$48,800 | | \$48,800 |
| 4. LEFT TURN POCKET MODIFICATIONS | \$188,200 | | | | \$188,200 | | | \$188,200 |
| 5. MEDIAN MODIFICATIONS | \$41,000 | | | | \$41,000 | | | \$41,000 |
| 6. BUS TURN OUTS | \$40,000 | | \$40,000 | | | | | \$40,000 |
| 7 SIGNAL AT INTERSECTION (EMERALD AVENUE) | \$100,000 | \$94,000 | | | | | | \$100,000 |
| 8 SIGNAL AT INTERSECTION (BRADFORD STREET) | \$100,000 | | | | | | | \$100,000 |
| 9. LANDSCAPE PARKWAY | \$1,067,680 | | | | | | \$1,067,680 | \$1,067,680 |
| 10. LANDSCAPE MEDIAN | \$432,527 | | | | | | \$432,527 | \$432,527 |
| 11. UTILITY UNDERGROUNDING | \$264,000 | | | \$264,000 | | | | \$264,000 |
| TOTAL | \$2,778,407 | \$94,000 | \$40,000 | \$264,000 | \$229,200 | \$545,000 | \$1,500,207 | \$2,778,407 |

FINANCING REPORT

INTRODUCTION

Fieldman, Rolapp & Associates was retained to assist the City in developing a financing plan in conjunction with the development of the Foothill Boulevard Specific Plan. The City has established the improvement of safety on Foothill Boulevard as a high priority project. The intent of the plan is to reduce the number of locations that cars may turn off of Foothill Boulevard by combining existing driveways and requiring adjacent property owners to share common driveways. The plan envisions a number of deceleration lanes which essentially involve a widening of the street by one lane adjacent to the curb to allow traffic turning into businesses to slow down in the lane closest to the curb. In addition turn pockets and median improvements are planned to improve the safety along the road.

The plan is intended to enhance the economic viability of existing and planned development along Foothill Boulevard. Increased business along the corridor will provide additional revenue to the City primarily through increased sales taxes and property taxes. The improvement of the urban design and aesthetics is expected to enhance the business potential.

Foothill Boulevard is owned and maintained by the State of California. Caltrans is responsible for the maintenance and improvement of the road and has worked under a cooperative agreement with the City to improve traffic flow. Caltrans has scheduled rehabilitation and construction work on the street which will commence in June of 1988.

In order to reduce costs to both the state and the City of La Verne, a joint project planning and design is recommended. Because of the time requirements for the approval of the Specific Plan, and the necessity to provide design drawings it may not be possible to coordinate the City's activities with Caltrans' current street rehabilitation project.

Foothill Boulevard has become one of the main east and west arteries linking the Cities of Claremont, Upland and Rancho Cucamonga with the 30 and 210 freeways. It is an alternate to the I-10 freeway. The morning and evening rush hour traffic is becoming more and more congested and the road is expected to be at capacity within five years. Estimated traffic count on a per day basis (weekday) is approximately 38,000 vehicles. The vast majority of these vehicles are occupied by passengers who are transiting the area. It is estimated that between 10% and 20% of the average daily trips are related to patrons of businesses along Foothill Boulevard. Thus the vast majority of traffic on Foothill Boulevard is not related to the adjacent businesses.

The proposed I-30 Freeway will be constructed south of the current Base Line Road alignment through the City of La Verne. The I-30 is expected to be started within 8 to 10 years and completed within 10 to 15 years. When the through traffic is diverted from Foothill to the new I-30 it is expected that the State will request the City of La Verne to assume responsibility for Foothill Boulevard. If the City plans to accept Foothill Boulevard as a City maintained and operated street, it is in its best interest to assure that all improvements are in place prior to acceptance.

PROPOSED CAPITAL IMPROVEMENTS

The proposed capital improvements have been categorized into eleven elements. Because of restrictions on certain funding sources various elements of the program may qualify for one type of financing and may not be eligible for other types of financing. The projects are grouped in Exhibit B by elements for ease of understanding the various funding approaches. A complete list and description of each project is shown in Appendix I.

EXHIBIT B PROPOSED CAPITAL IMPROVEMENT SUMMARY BY ELEMENT

| | | |
|-----|---|-------------------|
| 1. | Traffic Improvements (Driveway Closings) | \$ 54,200 |
| 2. | Traffic Improvements (Deceleration Lanes) | \$ 442,000 |
| 3. | Driveway Improvements (Joint Access & Widening or Relocating) | \$ 48,800 |
| 4. | Left Turn Pocket Modifications | \$ 188,200 |
| 5. | Median Modifications | \$ 41,000 |
| 6. | Bus Turn Outs | \$ 40,000 |
| 7. | Signal at Intersection (Emerald Ave.) | \$ 100,000 |
| 8. | Signal at Intersection (Bradford St.) | \$ 100,000 |
| 9. | Landscape Parkway | \$1,067,680 |
| 10. | Landscape Median | \$ 432,527 |
| 11. | Utility Undergrounding | \$ <u>264,000</u> |
| | Total | \$2,778,407 |

POTENTIAL REVENUE SOURCES

The City has numerous funding sources which might be considered to fund the Foothill Boulevard project. However, because of tight budgets citywide and the competition for scarce resources there is no identified funding source which is readily available and uncommitted to use for this project. The City will be faced with making priority choices between the Foothill Boulevard project and other important projects and services. The City should strive to garner the maximum amount of revenues from grants and outside sources to alleviate the demands upon existing City resources. The City may take several steps which will enhance its ability to attract grant monies, Caltrans monies and other potential funding sources.

The most important single step that the City can take to enhance its ability to obtain Caltrans and grant money is to proceed with the design of the projects at the earliest possible date. The commitment of the design money will allow the City to go after "targets of opportunity". Often near the end of the fiscal year funding agencies such as Caltrans FAU encounter delays in projects which are authorized to be funded. In order to utilize appropriated funds during that fiscal year an attempt is made to identify projects that are "ready to go". Very often funding dollars are transferred at the end of the fiscal year to these types of ready-to-go projects which have plans in place. The funding of designs should be considered as seed money.

Major funding sources available to the City are listed below along with an explanation of constraints and availability of each funding source. Note: A funding repayment source should not be confused with a funding mechanism. There are a number of debt funding mechanisms such as assessment districts and Mello-Roos which can be used to generate cash at the inception of a project. Each of them, however, requires a repayment source or funding source. In this section we are concentrating on funding sources. Some of the major funding sources are as follows:

1. Developer Exactions. The use of developer exactions is a long established practice in California. Under this system, proposed improvements are associated with particular developments. When the developer applies to the city for the necessary permits or approvals, conditions are imposed which require the construction of the necessary infrastructure. In some instances the total infrastructure requirements such as a traffic signal might fairly be attributed to a single new development. In some instances it might not be fair to burden a development with the total cost of infrastructure such as a signal. However, the City may require the developer to fund the entire cost of installation of a signal as a condition of development. In those instances reimbursement agreements are usually entered in to between the City and the developer. Under this concept the developer fronts the money for the traffic signal and is reimbursed over a period of years by future development or other funding sources. It is expected that the use of developer exactions from the eleven undeveloped parcels on Foothill Boulevard can make available approximately \$94,000 over the next five years.
2. Proposition A Funds. Proposition A Local Transit Assistance (PALTA) funds are generated from the 1/2 cent sales tax imposed by the voters. The funds are restricted to certain types of public transit projects and are allocated to jurisdictions on the basis of population. The projects such as the proposed bus

turnouts can be funded out of Proposition A; however, most of the other projects are not eligible. It is anticipated that approximately \$40,000 from Proposition A funds can be used for bus turnouts. In addition, Proposition A funds may be "traded" for the Federal Aid Urban (FAU) funds or for general fund moneys. Last year the City traded the City of Lancaster Proposition A funds for general funds. The trade ratio appears to be about 50% - 60% of general fund dollars for each Proposition A dollar. The FAU funds, however, must be traded on a one-for-one basis for Proposition A funds with LACTC. However, bilateral trades with other agencies are more flexible.

The City currently has approximately \$175,000 of Proposition A funds in their fund balance and is currently discussing a trade of these \$175,000 for FAU monies for improvements on "E" Street. According to the Los Angeles Transportation Commission, the total uncommitted Proposition A funds available are approximately \$99,000 during FY 88-89.

The City may wish to re-examine existing commitments to free up additional funds. This report has assumed that the City will continue with its existing Proposition A commitments which support van pools, transit information and the school bus system. The City can anticipate approximately \$300,000 per year of Proposition A funds with current programs utilizing approximately \$205,000 per year. The uncommitted funds are between \$85,000 to \$95,000 per year. This report will assume a maximum of \$90,000 per year of available Proposition A funds. The only project on Foothill Boulevard that is directly eligible for Proposition A funds is the bus turnouts.

3. Utility Undergrounding. The City of La Verne received a study of undergrounding utilities on Foothill Boulevard dated November 14, 1986 from Utility Specialists, Inc. which was prepared for FORMA planning group on behalf of the City. The report identified two major funding sources: The use of assessment districts and the use of A-20 funds.

- a. Assessment Districts

The 1986 tax reform act made changes in laws relating to public finance which may affect the use of assessment districts for the undergrounding of utilities. Under the new law the ownership of utility lines and facilities by private companies classifies them as "private purpose" activities. The funding of "private purpose" activities through tax exempt bonds is limited to 10% of the entire project. Thus the use of an assessment district to underground utilities is not feasible unless it is structured in such a manner that the total undergrounding costs do not exceed 10% of the total project costs. Since the estimated cost of undergrounding utilities is \$264,000, the resultant issue would need to be at least \$2,640,000 plus financing costs, or approximately \$3,300,000. This does not appear to be a viable option unless the entire \$2.7 million projects are financed through a comprehensive assessment district encompassing all of the proposed infrastructure. Informal discussions with a Bond Counsel resulted in a conclusion that it might be possible to use an assessment district depending upon the agreement with the Southern California Edison Company.

b. Undergrounding Funds (8209 and A-20)

There are two sources of funds which are provided by the utilities and mandated by Public Utilities Commission. The 8209 funds are provided by the telephone company (General Telephone) and the A-20 funds are collected by the electric company (Southern California Edison). The City receives a yearly allotment based upon the number of citywide electric meter sets or telephones. According to Southern California Edison, they are currently in the process of undergrounding utilities on Foothill Boulevard from Bradford to "B" Street. This project was estimated to cost \$264,000 and is currently funded. The \$264,000 in the Foothill Specific Plan is for additional undergrounding from B Street to the City's western boundary.

The City has an allocation of \$51,526 per year from Southern California Edison. The current project is expected to use all available A-20 funds until the year 1993 or 1994 depending upon final costs of the project. The City can not anticipate additional funds until approximately 1995.

Since the City has now borrowed ahead on its allocation, the City could not request additional advances of undergrounding funds in 1992 and expect funding in 1993/94.

4. Federal Aid Urban (FAU). The Federal Aid Urban (FAU) Program consists of four major types of funds: Local, regional trade and return to source. The local funds are allocated based on population and are usually discretionary within established guidelines for local agencies. The remaining types of funds are allocated on an area wide basis based upon competitive ranking. The ranking of projects is reviewed by several agencies such as the Los Angeles County Transportation Commission (LACTC), Caltrans District Seven Headquarters and Southern California Association of Governments (SCAG). The allocation of funds for the Foothill Corridor from competitive funds appears to be unlikely. Thus, only local FAU funds may be expected to be utilized for certain projects on the Foothill Boulevard Specific Plan. However, prior to utilizing FAU funds a project must be "recognized" by Caltrans and placed on their State Transportation Improvement Program (STIP). The time required to accept and prioritize an FAU project is between six months and one year. The City realistically needs three to six months to design the project and should anticipate eligibility for FAU funds approximately one year to eighteen months after approval of the Specific Plan. The use of FAU funds will provide 86% of a project's cost. The remaining 14% is provided through City matching funds. The regional FAU competitive funds in particular are often "targets of opportunity". The Public Works Director has been successful in obtaining year end FAU funds for projects with existing designs. Local FAU funds can also be traded for other types of funds with other agencies.

According to the LACTC the unallocated portion of Local FAU funds through fiscal year (FY) 1990 is \$469,900. The estimated apportionment for FY 90/91, 91/92 and 92/93 is \$175,300. Thus the total available uncommitted funds are \$645,200. It should be emphasized that the continuation of FAU funds is contingent upon congress approving a renewal of the Surface Transportation Assistance Act for fiscal 1990.

5. HB1 (Safety) and HB4 (Improvement). The HB1 funds are a category of Caltrans funds which are devoted to improving the safety on certain roads. The HB4 funds are also Caltrans funds which are intended for operational improvements that can demonstratively improve the operation and functioning of particular roads.

Both HB1 and HB4 funding sources are limited to increments of less than \$250,000 per year. The programs involve the submittal of an application and an evaluation process. Detailed plans are not required, however, reasonable descriptions, specifications and estimates are expected. The project will receive a rating based upon a point system. Points are awarded for projects which can demonstrate specific accident reduction projections and, based upon their score, they receive a "priority index". Informal discussions with Caltrans indicated that those projects receiving a priority index had generally received funding. If a project is both safety related and operational improvement related the \$250,000 limit is paid in part by each category of funds. The City may not apply for both funds and receive more than \$250,000.

Because this program requires that specific projects be identified it is recommended that Element 4 (Left Turn Pocket Modifications) and Element 5 (Median Modification) be identified as a single project. The Director of Public Works is confident that safety and operational improvements can be demonstrated. The total of the two proposed projects amounts to \$229,400.

6. Land Based Property Assessment. Use of benefit assessment districts or community facilities districts (Mello-Roos) are financing techniques that assesses the cost of the project to the land to be benefited by the proposed improvements. The use of a community facilities district (Mello-Roos) requires a 2/3 vote of the electorate when more than twelve registered voters reside in the project area. Because of the difficulty of obtaining a 2/3 vote a Mello-Roos does not appear to be viable. Assessment districts do not require voter approval but involve notice and a public hearing. Under most circumstances, a majority of property owners protesting the assessment at a public hearing would halt the proceedings. Under certain circumstances the City Council may override the protest with a four-fifths vote. After assessments are calculated and confirmed, property owners have thirty days during which they may pay part or all of the assessment in cash. Unpaid assessments of more than \$150 then go to bond. Payments for the 1915 act bond are then paid as part of the property tax and normally spread over a twenty year period.

The key aspect of assessment district is the requirement that assessments be levied on the basis of benefit to be derived by each parcel. One approach to levying assessments would be through the use of traffic generation factors. The estimate of daily automobile trips would be estimated for each business. The assessment on each parcel would be based upon its pro-rata share of traffic generation. An assessment engineer is normally retained to assist the City in calculating the exact benefit to be derived from each parcel. Since the local traffic associated with adjacent businesses on Foothill Boulevard is estimated at 10% to 20% of the daily traffic flow it would be equitable to allocate approximately 10% to 20% of the costs of improvements to adjacent property owners. Another method of spreading assessments would be on the basis of front footage along Foothill Boulevard. Under this concept the improvements are recognized as providing benefit to the adjacent property owners. Although the exact determination of the amount to be levied on each parcel would require the services of an assessment engineer a preliminary estimate has been calculated. There are approximately 109 parcels and 16,964 linear feet of frontage on Foothill Boulevard in the Specific Plan area. If the total project were funded through a 1913/1915 Act assessment district the total payments over a 20 year period would be approximately \$361,500 per year. If the landscape and irrigation costs were funded through a 1913/1915 assessment district, the total payment over a twenty year period would be approximately \$198,000 per year.

Using the front footage concept of assessment an approximate cost per year is shown below in Exhibit C.

| | <u>Annual Debt Service</u> | <u>Linear Front Ft.</u> | <u>Annual Cost Per Front Foot</u> |
|-----------------------------|--------------------------------|-----------------------------|---|
| Entire Specific Plan | \$361,500 | 16,964 ft. | 21.31 |
| Landscape & Irrigation Only | \$198,000 | 16,964 ft. | 11.67 |

Thus a property with 100 foot frontage along Foothill Boulevard would expect to pay \$1,167 per year for 20 years for landscape and irrigation improvements or \$2,131 per year for 20 years if all of the proposed improvements were constructed at one time. It should be emphasized that the actual assessment engineering is much more complex and takes into consideration numerous other factors. These preliminary estimates should be considered as rough approximations of assessments. Individual parcels could vary considerably.

The Landscape and Lighting Act of 1972 authorizes local agencies to impose assessments on benefited property to finance the construction of various landscaping, lighting, park, and recreational improvements. The Act also allows for the maintenance and servicing of any of the foregoing. The Act provides for a creation of a district which can be divided into zones. Zones can be exempted from the district, or assessed differently depending upon the service to be provided within each zone. The 1972 Acts often use 1915 Act bonds and utilizes the 1913 Act procedures for the issuance of such bonds as described above. The estimated cost per parcel would be about the same as the assessment districts discussed above.

The funding of the landscape improvements are recommended through a benefit assessment district. The project would probably utilize a 1972 Act Landscape and Lighting District and utilize 1915 Act Bonds and 1913 Act procedures. The exact structure of the issue would be dependent upon a more thorough analysis of the individual project.

7. Tax Increment Revenue. A portion of the project is included within the boundaries of the City's redevelopment agency. The approximate boundaries run from "B" Street to White on the south side of Foothill Boulevard. In addition there are some non-contiguous parcels. If the Foothill Specific Plan projects are undertaken in conjunction with the redevelopment agency, it may be possible to fund a portion or all from tax increment revenues.

Under a redevelopment agency concept, the tax base is frozen for the project area with certain minor exceptions. As the value of the redeveloped property increases the property taxes will increase proportionally. That portion of property tax above the frozen base known as tax increment may be utilized by the redevelopment agency as an expenditure or to issue bonds for certain infrastructure improvements. Generally tax increment funds are spent within the project areas. However, if the City makes certain findings that the improvements benefit the project area and that the objectives of the Redevelopment Plan are met through the construction of the improvements redevelopment funds may be used to fund improvements on the entire Foothill Specific Plan area. The City may wish to consider pledging a portion of its future tax increment revenue to issue Tax Allocation Bonds or Certificates of Participation or may wish to expend tax increment funds on a year-by-year "pay-as-you-go" method. The City has indicated its willingness to utilize future tax increment funds to assist in the development of the eleven vacant parcels along Foothill Boulevard. The current estimate is that the City will have available approximately \$200,000 per year from redevelopment tax increment funds. The City will need to weigh the use of redevelopment funds on Foothill Boulevard against the use of those funds for other projects under consideration. One major project which may compete for these funds is the Koll project for an industrial park near Brackett Field. This plan recommends the use of \$106,000 of redevelopment funds for traffic signalization. As an option the City may wish to pledge tax increment and/or sales tax funds for the issuance of debt to construct the landscape improvements. These improvements would appear to directly benefit the redevelopment project area.

FINANCING OPTIONS

The City's options fall into two main categories; (1) to construct all of the projects at one time, or (2) to phase the projects and utilize future known funding sources. The funding of all of the Foothill Specific Plan improvements at one time will require a major economic commitment by the City or a willingness to levy significant assessments on the properties along Foothill Boulevard.

Option A To phase the improvements over a five year period and utilize a pay-as-you-go approach with a combination of funding techniques which include the use of developer exactions, grant funds and debt financing.

The option of phasing the projects would reduce the immediate impact on the general fund, tax increment funds and the adjacent property owners. It would also allow the City to apply for known grant funds.

By phasing the construction over a five year period the City will be able to apply for a grant and aid programs in the amount of \$1,078,200.

The City has \$645,200 uncommitted FAU funds through Fiscal Year 1992/93. It is recommended that \$545,000 of these funds be allocated to funding the deceleration lanes and the driveway Improvements.

The median left turn pocket improvements may be eligible for State HB-1 (safety) and HB-4 (improvements) grants. This plan recommends applying for \$229,200 of HB-1/HB-4 funds for those purposes.

The City may utilize \$40,000 of Proposition A funds for bus turnouts as an eligible project. In addition, the City may trade a part or all of its remaining Proposition A funds for Federal Aid Urban (FAU).

The signalization of intersection at Emerald and Bradford is recommended to be funded \$94,000 from developer exactions and \$106,000 from tax increment funds to be generated from improvements along Foothill Boulevard.

The \$1,500,207 of landscape parkways and the landscape median projects are recommended to be funded through a 1972 Act Landscape Lighting and Maintenance Act District or a 1913/1915 Act Assessment District. Since these improvements directly enhance the value of the adjacent property owners it is appropriate to levy an assessment on those property owners. The preliminary estimate of cost is \$11.67 per front footage along Foothill Boulevard. Thus a 100 foot frontage would expect to pay \$1,167 per year for 20 years. It must be emphasized that this amount is a very preliminary estimate. Individual parcels could vary considerably.

The \$244,000 of costs associated with utility undergrounding is recommended to be funded through the use of A-20 undergrounding funds mandated by the Public Utilities Commission. These funds are collected by Southern California Edison. The City has utilized its existing undergrounding allotments but could request additional funds in 1992 and expect funding in 1993/94.

In conclusion, the phasing of the project using various grant funds would be the most cost effective approach for the City.

Option B To construct essentially all of the projects at one time through the use of a debt financing mechanism such as an assessment district to be paid by property owners along Foothill Boulevard.

An alternative that is not recommended is the establishment of an assessment district for the entire project to be constructed at one time. Under assessment district proceedings benefit must be established on an equitable basis for each parcel to be assessed. Because of the mix of projects it will be difficult to assign benefits to specific properties. In addition, due to the fact that a large portion of traffic is not related to adjacent businesses, it would be necessary to prorate benefit between the property owner and the City's general benefit.

If the projects were constructed at one time using debt financing the estimated annual debt service over a 20 year period would be \$361,500 per year not including the cost of any necessary land purchases. Staff has advised that the only potential revenue source available from the City is \$200,000 per year from redevelopment tax increment funds. The use of these funds for Foothill Boulevard would compete with other projects such as the Koll Industrial Park near Brackett Field. The use of other general fund revenues would require significant changes in spending priorities.

The other funding source available to repay annual debt service would be the levy of land based property assessments which would be repaid through property tax payments over a 20 year period. These techniques would include assessment districts, landscape lighting and maintenance districts (Mello-Roos).

A preliminary rough estimate of the cost of constructing all of the improvements to each property owner with frontage along Foothill Boulevard would be about \$21.31 per front foot for twenty years. Thus a property with 100 foot frontage along Foothill Boulevard would pay \$2,131 per year for 20 years if all of the improvements were constructed at one time.

The implementation of an assessment district or a landscape lighting and maintenance district would require a notice and public hearing. A 50% protest would stop the proceedings. The implementation of a Community Facilities District (Mello Roos) requires a 2/3 vote of the qualified electors of such a district. In either case, significant public support is required to successfully implement land based financing mechanisms.

Option C To construct essentially all of the projects at one time through the use of a debt financing mechanism such as Certificates of Participation or Tax Allocation Bonds to be repaid through pledges of redevelopment tax increment funds and/or City funds.

The use of redevelopment funds for the project could be justified for several reasons. The objectives of the Specific Plan are in accord with the objectives of the Redevelopment Plan to reduce blight and enhance business activity. The City expects to have approximately \$200,000 per year available for new projects. These funds could be utilized as debt service on a bond issue to fund a major portion of the improvements. However, the City is currently under discussion with the Koll Company for the development of an industrial park adjacent to Brackett Field. This project is expected to have a greater positive revenue impact on the City than the proposed Foothill improvements. Thus it is recommended that the City allocated \$106,000 for a signal from redevelopment tax increment. If the proposed Koll Center does not come to fruition the City may wish to reconsider a tax increment secured bond issue to fund some of the improvements along Foothill Boulevard.

Effects of Inflation and Phasing

To more accurately analyze the financial effect of the proposed improvements on the City we adjusted the costs for inflation. We applied a cost of construction inflation rate of 5.7% each year. This is the average cost of construction inflation in the Los Angeles area over the past ten years. The phasing of the projects will be based upon the availability of funds. The total cost of a five year phasing plan due to inflation is estimated at \$3,044,501.

APPENDIX 1

TRAFFIC AND CIRCULATION IMPROVEMENTS

1. SUNDANCE HARDWARE

It is proposed to construct a joint future driveway with the parcel easterly and delete the existing driveway. Reconstruction of the parking lot will be required along with landscaping and construction of sidewalk, curb and gutter.

| | |
|---|---------|
| Cost to close the existing drive approach | \$5,500 |
|---|---------|

| | |
|---|---------|
| Construct one-half new drive approach | \$2,500 |
| The cost for the other half of the new driveway should be born by the future developer. | |

2. SITE 1

The construction of improvements should be the responsibility of the future developer. Two existing drive openings are to be closed along with the construction of a new access.

| | |
|---------------|---------|
| Cost Estimate | \$4,000 |
|---------------|---------|

3. SHELL STATION

- a. It is proposed to construct a 300 foot deceleration land starting on the Foothill Boulevard off-ramp of the 30 Freeway terminating at the most westerly driveway of the Shell Station. The 10 foot wide lane shall be 8-inches PCC over 12-inches of aggregate base material. The lane will require a retaining wall designed for traffic surcharge. Acquisition of additional right-of-way may be required. This may be done by actually purchasing the property or attaining a permanent road easement from the owner. The easement will be approximately \$1.00 per square foot and fee property could be as high as \$7.00 per square foot based upon recent studies on Wheeler Avenue. Assuming the worst case, the purchase price would be \$15,000 for the right-of-way required.

why both?



| | |
|--|----------|
| Construction of Deceleration Lane (including removals and right-of-way acquisition) | \$60,000 |
|--|----------|

- a. Two drive approaches at the intersection of Foothill Boulevard and Damien Avenue (southwest corner) are to be closed.

| | |
|---------------|---------|
| Cost Estimate | \$7,000 |
|---------------|---------|

4. CHEVRON STATION

It is proposed to close two drive approaches at the southeast corner of Foothill Boulevard and Damien Avenue. Both approaches have common top of "X"'s with the BCR-ECR.

Cost Estimate \$7,000

5. COLBY CENTER

It is proposed to close the existing 42 feet of drive approach and provide access to the center through Site 3. The closure will require reconfiguration of the existing parking lot and the installation of comparable landscaping.

Cost Estimate \$5,500

The access and parkway improvements for Site 3 shall be borne by the developer.

A 300 foot deceleration lane \$ 35,000
Signalization of Mosano Avenue \$100,000

6. WINGATE/HERBERT HAWKINS

To provide a joint access to the two properties, it will require closing the two existing 34 foot wide drive approaches and constructing a joint drive approach splitting the property line. Relocation of a street light is also required.

Cost Estimate \$12,000

7. BANK OF AMERICA

- a. It is proposed to widen the existing 38 feet of drive approach to 46 feet. The widening should be done on the easterly side to avoid a street light on the west side.

Cost Estimate \$1,500

- b. There was also a discussion about closing the most westerly 38 feet of driveway on the Bank of America site.

Cost Estimate \$3,500

8. WHEELER AVENUE INTERSECTION

- a. It is proposed to install double left turn pockets eastbound on Foothill Boulevard. This will require widening of Foothill Boulevard through the intersection to install an additional 10 foot lane. Undergrounding of all overhead utilities on Foothill Boulevard will be required. The undergrounding is not considered in the cost estimate. The ideal widening would be to split the additional width required to each side of Foothill Boulevard. This will require a minimum of 2 feet of additional right-of-way, relocation of traffic signals, relocation of storm drain catch basins and removal and replacement of sidewalk, curb and gutter several hundred feet east and west of the intersection at all four corners.

Cost Estimate

\$175,000

- b. The westbound deceleration lane in conjunction with the above mentioned construction may not be possible due to lack of land space available at the northeast corner of the intersection. The additional lane would require right-of-way acquisition 10 feet wide and drastic reconstruction of the storm drain system. Again, undergrounding of overhead utilities is required.

Cost Estimate

\$60,000

9. VONS CENTER

- a. The installation of a deceleration lane prior to undergrounding all overhead utilities will not be possible. The estimate is based upon a 300 foot deceleration lane and a 2 foot additional right-of-way acquisition.

Cost Estimate

\$36,000

- b. It is proposed to close the easterly existing driveway.

Cost Estimate

\$3,500

10. EL ADOBE

It is proposed to redesign the access to the center by eliminating the westerly drive approach, and constructing a 300 foot deceleration lane. Right-of-way acquisition is required along with relocation of 2 street lights.

Cost Estimate

\$40,000

11. MEDIAN AT BIXBY

Closing the existing median opening will require removal of the 5 foot wide medians containing cobblestones and constructing the full 16 foot wide landscaped median.

Cost Estimate

\$37,000

12. **TOPPER'S**

There are two drive approaches to be closed at the subject site. Closing the drive approaches will create a circulation problem for the owner that can be addressed at a later date upon reopening of the business.

Cost Estimate \$4,700

13. **K-MART CENTER**

The center has three existing accesses to Foothill Boulevard. It is proposed to close the westerly drive approach and install a deceleration lane leading up to the central access. The central access can be modified on the west side to accept the deceleration lane with limited reconstruction.

Cost Estimate \$45,000

14. **"B" STREET MEDIAN**

It is proposed to construct a raised median at the intersection of "B" Street and Foothill Boulevard. The median will limit the northbound left turn movement only. No other movement will be restricted.

Cost Estimate \$4,000

15. **MASTRO PHARMACY**

The existing driveway is within 50 feet of the end of curb return. It is proposed to shift the access 21 feet westerly. A portion of the existing drive approach can be salvaged.

Cost Estimate \$4,300

16. **EMERALD AVENUE INTERSECTION**

The signalization of the Emerald Avenue and Foothill Boulevard intersection is now under construction. Completion is scheduled prior to the end of January. The Edward's property access has been designed into the signal movements.

17. **EDWARDS' DEVELOPMENT BUS TURNOUT AND SHELTER**

Cost of constructing the proposed turnout and shelter should be born by Edward's Theatre Circuit, Inc. To give a perspective on cost to the City, the estimate below includes right-of-way acquisition and construction of a 150 foot long turnout and shelter.

Cost Estimate \$40,000

18. LA VERNE PLAZA

It is proposed to delete the two existing drive approaches to the plaza and provide a centralized access with a deceleration lane.

Cost Estimate \$50,500

19. STATE FARM

It is proposed to close the access to the State Farm property. A common drive just west of the site will be utilized for future access.

Cost Estimate \$3,500

20. KIMURA SITE

Construction of the proposed joint accesses on the east and west sides of the subject property should be born by the future developer of the Kimura site. The estimate below includes closing the existing drive approaches and constructing joint future accesses.

Cost Estimate \$13,000

21. McDONALD'S SITE

It is proposed to eliminate the existing drive approach and construct a joint future drive approach with site 5. The drive-thru at McDonalds may need redesigning at the exit.

Cost Estimate \$8,000

22. WHITE AVENUE/FRUIT STREET INTERSECTION

- a. The existing eastbound left turn pocket is 140 feet long. It is proposed to extend the pocket to 200 feet total.

Cost Estimate \$5,100

- b. The closure of the existing driveway just north of the northeast curb return on Fruit Street will require landscaping. Circulation in the Lucky Center will be effected.

Cost Estimate \$5,500

- c. The installation of double left turn pockets northbound will only be possible by converting the center through lane to left turn. Signal modifications will be required.

Cost Estimate \$3,000

- d. The existing westbound left turn pocket is 135 feet long. It is proposed to extend the pocket to 200 feet total.

Cost Estimate

\$5,100

- e. The installation of a right turn deceleration lane at the northeast corner of the intersection will require right-of-way acquisition, relocation of catch basins and removal and replacement of curb, gutter and sidewalk.

Cost Estimate

\$40,000

23. LUCKY'S CENTER

It is proposed to close the two existing drive approaches and install a centralized access with a deceleration lane. This lane should be a continuation of the deceleration lane mentioned above.

Cost Estimate

\$50,500

24. TEXACO STATION

Both drive approaches at the southeast corner of Town Center and Foothill Boulevard are to be eliminated. Each drive approach has a common top of "X" with the BCR-ECR.

Cost Estimate

\$7,000

25. SITE 8

The site currently has no concrete improvements. All improvements will be the responsibility of the developer along with construction of a deceleration lane.

Cost Estimate

\$25,000

26. BRADFORD STREET INTERSECTION

Signalization of the intersection is proposed when an increase in traffic volume warrants the installation.

Cost Estimate

\$100,000

27. FORD DEALERSHIP

It is proposed to create a joint access between the Ford dealership and Augustine's. There are two existing drive approaches at the property line between the two sites.

Cost Estimate

\$3,300

28. LA PALMA AND SITE 9

La Palma currently has a drive approach at the west property line. When Site 9 develops, minor reconstruction will be required on the existing drive approach. Cost of any construction should be born by the Site 9 developer.

Cost Estimate

\$1,700

SUMMARY

Each of the construction categories with cost estimate totals are broken down as follows:

| | | |
|-------|--|----------------|
| a. | Closing existing drive approaches | \$ 54,200 |
| b. | Closing existing drive approaches and creating central accesses with deceleration lanes | 442,000 |
| c. | Creating joint accesses | 40,500 |
| d. | Widening or relocating accesses | 8,300 |
| e. | Left turn pocket modifications | 188,200 |
| f. | Median modifications | 41,000 |
| g. | Bus turnouts | 40,000 |
| h. | Signalization of intersections | <u>200,000</u> |
| Total | | \$1,014,200 |

**FOOTHILL BOULEVARD CORRIDOR STUDY
ESTIMATE OF PROBABLE LANDSCAPE AND IRRIGATION COSTS**

A) Canyon view to Baseline

| | |
|-------------------------------|--------------------|
| 1. Median A - Stone - New | \$29,704.00 |
| 2. Parkway - North Side Slope | |
| a. Planting | \$ 5,625.00 |
| b. Sidewalk | \$11,200.00 |
| c. Irrigation | <u>\$14,000.00</u> |
| | <u>\$60,529.00</u> |

B. Entry - Baseline and Foothill

| | |
|--------------------------------|--------------------|
| 1. Stonewall - City Entry Sign | \$ 7,000.00 |
| 2. Mature Oaks | \$ 8,000.00 |
| 3. Orange Grove | \$ 2,000.00 |
| 4. Sycamores | \$ 4,000.00 |
| 5. Irrigation | \$ 3,000.00 |
| 6. Lighting - Sign | <u>\$ 2,000.00</u> |
| | <u>\$26,000.00</u> |

C. Baseline to Damien

| | |
|------------------------------|---------------------|
| 1. New Sidewalk | \$ 6,600.00 |
| 2. Parkway - Trees | \$ 4,800.00 |
| 3. Median B - Stone - New | \$86,800.00 |
| 4. Bus Stops - 1 | \$ 5,000.00 |
| 5. Signage | \$ 3,000.00 |
| 6. Median C - West of Damien | |
| a. Stone Nose - New | \$ 8,120.00 |
| b. PLanting/Irrigation | \$24,360.00 |
| c. Triangle | |
| 1) Planting/Irrigation | \$14,280.00 |
| 2) Stone - New | <u>\$16,000.00</u> |
| | <u>\$168,960.00</u> |

D. Damien to Wheeler - West

1. Median

- a. Stone - Reconditioned \$30,240.00
- b. Planting/Irrigation
 - 1) New \$ 9,570.00
 - 2) Reconditioned \$ 4,785.00

2. Parkway

- a. Trees (added) \$16,125.00
- b. Landscape and Irrigation - New \$54,000.00
- c. Sidewalk (new) \$15,000.00
- 3. Entry Monuments - Both Sides \$14,000.00
- 4. Bus Shelter - 1 \$ 5,000.00
- 5. Signage \$ 3,500.00

\$152,220.00

E) Wheeler Intersection

- 1. 48" Box Jacarandas \$ 9,600.00
 - 2. Interlocking Paver Crosswalks \$28,080.00
- \$37,680.00**

F) Wheeler to "B" Street

1. Medians

- a. Store Noses - Reconditioned \$23,520.00
- b. Planting/Irrigation Reconditioning \$11,875.00

2. Parkways

- a. Reconditioned - Additional Trees \$43,800.00

- ~~3.~~ Bus Shelter - 2 \$10,000.00
- ~~4.~~ Signage \$ 4,000.00

\$93,195.00

G) Foothill Centre - "B" Street to Fruit Street

1. Medians

- a. Stone - Reconditioned \$29,680.00
- b. Planting/Irrigation Reconditioned \$ 9,309.00

2. Parkway

a. Undeveloped

- | | |
|-------------------------------|-------------|
| 1) Sidewalk - New | \$50,400.00 |
| 2) Landscape/Irrigation - New | \$72,000.00 |

b. Developed

- | | |
|---|-------------|
| 1) Planting/Irrigation Reconditioned (20' setback) | \$22,680.00 |
| 2) Sidewalk - 8' Exposed Aggregate | \$79,380.00 |
| 3) Street Trees, 30' O.C. | \$15,450.00 |

3. Intersections - 3 Major

- | | |
|---------------------------------|-------------|
| a. Paving - Interlocking Pavers | \$49,140.00 |
| b. Planting | \$32,400.00 |

- | | |
|---------------------------------|--------------------|
| 4. Bus Shelters/Furniture - 4 | \$20,000.00 |
| 5. Signage | \$ 5,000.00 |
| 6. Pedestrian Lights - 80' O.C. | <u>\$70,200.00</u> |

\$455,639.00

H. Fruit to Williams

1. Medians

- | | |
|--|-------------|
| a. Stone - Reconditioned | \$15,400.00 |
| b. Planting/Irrigation - Reconditioned | \$ 8,178.00 |

2. Parkways

a. Undeveloped

- | | |
|--------------------------------------|-------------|
| 1) Planting/Irrigation (20' setback) | \$27,000.00 |
| 2) Sidewalk (5') | \$ 5,625.00 |

b. Developed

- | | |
|--------------------------------------|-------------|
| 1) Planting/Irrigation Reconditioned | \$40,800.00 |
|--------------------------------------|-------------|

| | |
|--|-----------------------|
| 3. Bus Shelters | \$15,000.00 |
| 4. Entry Monument | \$ 7,000.00 |
| 5. Signage | <u>\$ 3,000.00</u> |
| | <u>\$122,003.00</u> |
| Total | \$1,116,226.00 |
| 20% Contingency | <u>\$ 223,245.00</u> |
| Subtotal | \$1,339,471.00 |
| 12% Design Fees | <u>\$ 160,736.00</u> |
| TOTAL | \$1,500,207.00 |
| I. Utility Underground Estimate Baseline to Williams (Approximately 2 1/4 miles) | <u>264,000.00</u> |
| GRAND TOTAL | <u>\$1,764,207.00</u> |

Appendix E: Legal Description

LEGAL DESCRIPTION
FOR
FOOTHILL CORRIDOR

In the City of La Verne, County of Los Angeles, State of California, being more particularly described as follows:

Parcel 1

BEGINNING at the most westerly corner of Lot 1, of Tract Number 38474 as shown on a map recorded in Book 973, Pages 19 and 20 of Maps, on file in the office of the County Recorder of said County said point also lying on the westerly boundary line of the City of La Verne; thence along the northerly, northeasterly and northerly boundary of said Lot 1 and City Boundary to the most northerly corner of said Lot 1; thence continuing along the boundary of City of La Verne, North 67 degrees 30 minutes 17 seconds East, 62.00 feet to an angle point in said boundary as shown on said map; thence northeasterly in a straight line to the intersection of the northerly line of Baseline Road and the southeasterly right of way line of Los Angeles County Flood Control Property (Puddingstone Channel) as shown on F.M. 20931-4, on file in the office of the Department of Public Works of said County; thence continuing northeasterly along said southeasterly line to the westerly boundary of Tract No. 31654 recorded in Book 861, Pages 80 and 81 of Maps, in the office of said County Recorder; thence southerly along said westerly boundary to the southwesterly corner of Lot 1 of said Tract 31654; thence North 89 degrees 58 minutes 11 seconds East along the northerly right of way line of Baseline Road and its easterly prolongation to the centerline of Bunnelle Avenue as shown on said Tract 31654; thence southerly along said centerline and its southerly prolongation to the northerly right of way of Route 30 (Foothill Freeway) as shown on F.M. 21515-8 on file in the office of said Department of Public Works; thence northwesterly, westerly, southwesterly and westerly along said northerly R/W as shown on F.M. 21326-6 and F.M. 21326-5 on file in the office of said Director of Public Works to the point of BEGINNING.

Parcel 2

BEGINNING at the westerly terminus of the northerly line of the Frontage Road (56.00 feet wide), said northerly line having a radius of 1028.00 feet as shown on the State of California Division of Highways, Right of Way Map 7-LA-30-R2.3 on file in office of District 7 of the Division of Highways; thence southeasterly and easterly along said northerly line of said Frontage Road to the westerly terminus of curve with a radius of 25.00 feet said curve having central angle of 90 degrees 00 minutes 00 seconds and a curve length of 39.27 feet; thence easterly and northerly along said curve to the westerly line of Damien Avenue, (88.00 feet wide) as shown on said Right of Way

Map; thence northerly along said westerly line to the westerly prolongation of the southerly line of land described in deed recorded as Instrument No. 83-397815 of Official Records, on file in the office of the County Recorder of the said County; thence easterly and northerly along the southerly and easterly line of said deed to the southerly line of Foothill Boulevard (100.00 feet wide), as shown on C.S. B-2306 on file in the office of the Department of Public Works of said County; thence easterly along the southerly line of Foothill Boulevard to the northerly prolongation of the westerly line of Lot 17 of Tract No. 33912, recorded in Book 924, Pages 23-27, of Maps, on file in the office of said County Recorder; thence southerly along said northerly prolongation to the westerly prolongation of the northerly line of said Tract No. 33912, thence easterly along said westerly prolongation and the northerly line of said Tract No. 33912 and its easterly prolongation to the easterly line of Wheeler Avenue (88.00 feet wide); thence southeasterly and southerly along said easterly line to the westerly line of Firey Avenue (50.00 feet wide) as shown on a map of Parcel Map No. 6168 recorded in Book 67, Pages 91 and 92, of Parcel Maps, on file in the office of said County Recorder; thence northerly along said westerly line to the westerly prolongation of the southerly line of Parcel 2 of said Parcel Map No. 6168; thence easterly, northeasterly and northerly along the boundary of said Parcel 2 to the southerly line of said Foothill Blvd. (100.00 feet wide); thence southeasterly along the northerly line and the easterly prolongation of Tract No. 32624, recorded in Book 867, Pages 45 through 47 of Maps, on file in the office of said County Recorder to the easterly line of "B" Street, (70.00 feet wide) as shown on said Tract No. 32624; thence southerly along said easterly line to the westerly prolongation of the northerly line of Tract NO. 28559, recorded in Book 718, Pages 90 and 91, of Maps, on file in the office of said recorder; thence easterly along said westerly prolongation and northerly line to the southerly prolongation of westerly line of Lot 3, Lancaster's Subdivision of the Evergreen Ranch, recorded in Book 78, Page 85 of Miscellaneous Records, on file in the office of said County Recorder; thence northerly along said prolongation and westerly line to the northerly line of Dover Avenue (60.00 feet wide), as shown on Parcel Map No. 4431, recorded in Book 55, Page 44 of Parcel Maps on file in the office of said County Recorder; thence southerly, along said northerly line and its southeasterly prolongation to the easterly line of "D" Street, (88.00 feet wide); thence southerly along said easterly line to the northerly line of Durwood Way, thence easterly, southerly and easterly along the northerly line of Durwood Way to the southwesterly line of White Avenue as shown on Parcel Map No. 15752, recorded in Book 175, Pages 52 and 53, of Parcel Maps on file in the office of said County Recorder; thence southeasterly along said westerly line to the northwesterly line of Parcel 11 of said Parcel Map No. 15272; thence southwesterly, southerly and easterly along the boundary of said Parcel 11 to the westerly line of Tract No. 28601, recorded in Book 714, Pages

34 through 36, of Maps, on file in the office of said County Recorder; thence North 17 degrees 25 minutes 00 seconds East along said westerly line and its northerly prolongation to the most northerly corner of Tract No. 29415, recorded in Book 731, Pages 49 and 50, of Maps, on file in the office of said County Recorder; thence easterly along the northerly line of said Tract to the westerly boundary of the City of Pomona as said boundary existed on April 1, 1988; thence northerly and easterly along said Pomona City boundary to the southerly prolongation of the westerly line of Williams Avenue (variable and 66.00 feet wide); thence northerly along said westerly line of Williams Avenue to the northeast corner of land described in deed recorded March 20, 1986 as Instrument No. 86-350510 of Official Records, records of said County; thence westerly along the northerly line of said deed to the easterly line of land described in deed recorded March 16, 1973 as Instrument No. 4552, of Official Records, records of said County; thence northerly and easterly along the easterly and northerly lines of said deed to the northeast corner of land described in deed recorded October 3, 1978 as Instrument No. 78-1099363, of Official Records, records of said County; thence westerly along the northerly line of said deed to the easterly line of Bradford Street (60.00 feet wide) as shown on County Surveyors Map 6685, on file in the office of the Department of Public Works of said County; thence southerly along said westerly line to the easterly prolongation of the northerly line of said Foothill Boulevard (100.00 feet wide); thence westerly along said northerly line to the southerly corner of land described in deed recorded July 18, 1985 as Instrument No. 85-827681, Official Records, records of said County; thence northerly along the easterly line of said deed to the southeast line of Live Oak Wash as shown on a map of F.M. 20292-1 on file in the office of the Department of Public Works; thence southwesterly along said southeast line to the northerly line of said Foothill Boulevard; thence westerly along said northerly line to the southerly corner of land described in deed recorded December 3, 1985 as Instrument No. 85-1425677, Official Records, records of said County; thence northerly along the easterly line of said deed and its northerly prolongation to the southerly line of the east 1/2, southeast 1/4, northwest 1/4 of S6, T1S, R8W, San Bernardino Baseline; thence westerly along said southerly line and its westerly prolongation to the easterly line of Parcel Map 13907 recorded in Book 142, Pages 62 through 66, of Parcel Maps, on file in the office of said County Recorder; thence northerly along the easterly line and westerly along the northerly line and its westerly prolongation to the east line of the west 1/2, southwest 1/4, northwest 1/4, S6, T1S, R8W, San Bernardino Baseline; thence northerly along said easterly line to the easterly terminus of the north line of the south 500.00 feet of the west 1/2, southwest 1/4, northwest 1/4, S6, T1S, R8W, San Bernardino Baseline; thence westerly along said north line to the east line of Emerald Avenue (variable width) as shown on said County Surveyors Map No. B-2306, on file in the office of the

Department of Public Works of said County; thence northerly along said easterly line to the southeasterly line of Emerald Wash as shown on F.M. 20450-2 and F.M. 20450-3, both on file in the office of the Department of Public Works of said County; thence southwesterly and southerly along said southeasterly line to the northerly line of said Foothill Boulevard; thence westerly along said northerly line and its westerly prolongation to the easterly line of Parcel Map No. 3706, recorded in Book 50, Page 11, of Parcel Maps, on file in the office of said County Recorder; thence northerly and westerly along the easterly and northerly boundary of said Parcel Map No. 3706 to the westerly line of Wheeler Avenue (variable width) as shown on County Surveyors Map No. B-2901; thence northerly along said westerly line to the southerly line of Route 30 as shown on F.M. 21326-10, on file in the office of said Department of Public Works; thence westerly along said southerly line and its westerly prolongation to the northerly prolongation of the easterly line of Lot 3, Block 23 of the La Verne Tract recorded in Book 52, Pages 57 and 58, of Miscellaneous Records, on file in the office of said County Recorder; thence southerly along said northerly prolongation and easterly line to the southerly right of way of Foothill Boulevard as shown on said State of California Division of Highways Right of Way Map 7-LA-30-R2.3; thence easterly, southerly, easterly and southerly along said southerly Right of Way to the POINT OF BEGINNING.

Prepared 6-22-88
RKA

Appendix F: District Boundaries

WIND OFFICE
AND
RESERVOIR



SP Zone

0 200 400 800 1200



EXHIBIT C



Foothill Boulevard Corridor
 SP Zone
 Foothill Boulevard Specific Plan (SP 86-18)

Appendix G: Document Preparation Resources

Specific Plan Preparation

Ken Farfsing
William Grimes
Steven A. Preston, AICP

Environmental Analysis: Planning Network

Lloyd B. Zola, AICP
Eric Norris
Kent Norton

Traffic Analysis: Kunzman Associates

Bill Kunzman

Utilities Consultant: Utility Specialists, Inc.

Bill Brown

Plan Organization and Graphics: Urban Design Studio

Mark Brodeur
Bob Kleckner

Landscape Architecture: Land Design

Jonathan Jones
Sharon Hickok

Urban Design and Architecture: Thirtieth Street Architects

Jill Sterrett, AICP
Jim Wilson, AIA

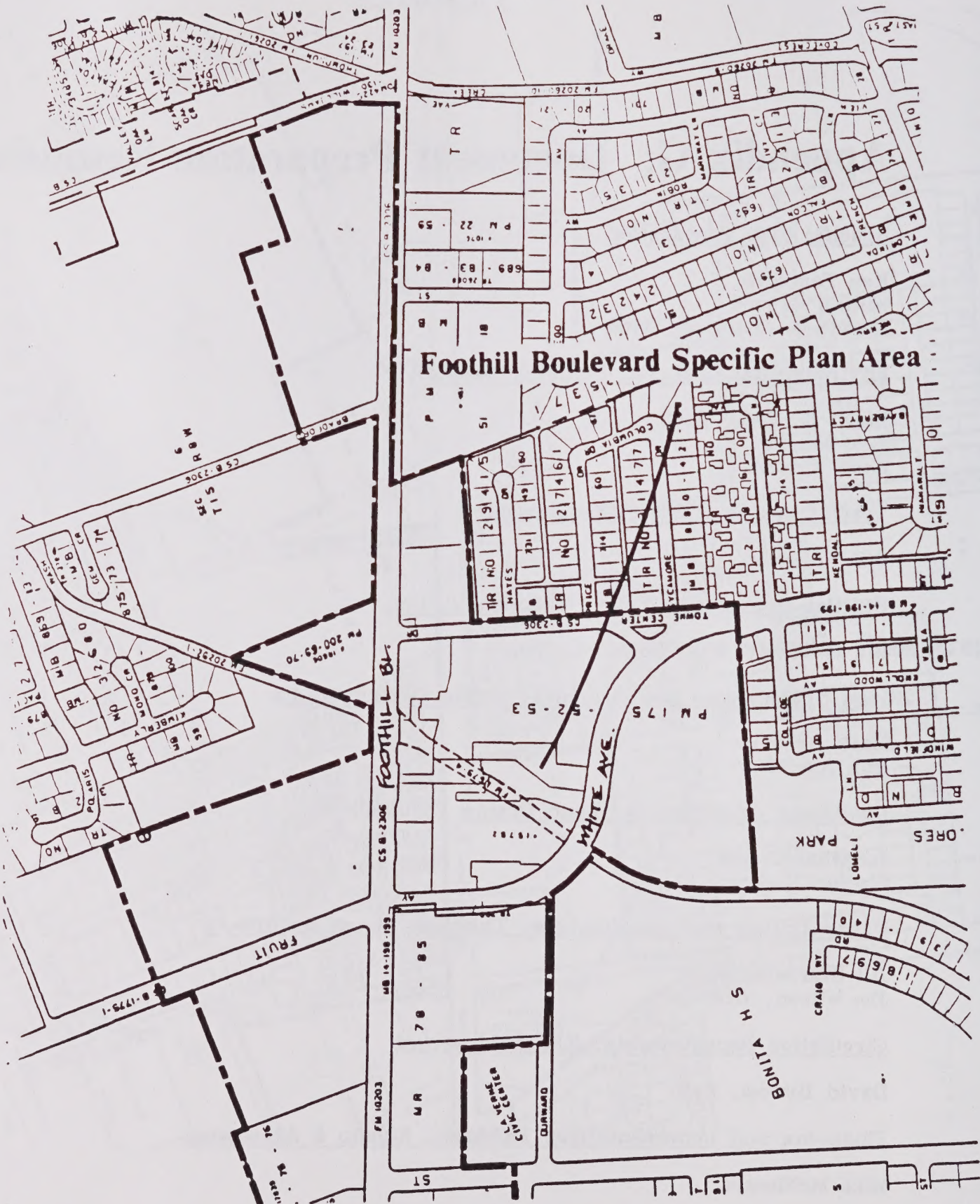
Circulation Improvements: KIM Engineering

David Byrum, P.E.

Financing and Implementation: Fieldman, Rolapp & Associates

Mike McNamara

EXHIBIT D



**Foothill Boulevard Corridor
SP Zone
Foothill Boulevard Specific Plan (SP 86-18)**



U.C. BERKELEY LIBRARIES



C124908337

